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New swift line, new uncrowded comfort,

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4-speed gearbox, 4-cylinder, 1½-litre BMC engine.
From £565 plus £283.17s. purchase tax.



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Motor Car Manufacturers
The Austin Motor
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BMC 12-month
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and BMC
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"MOTOR SPORT" *

GIVES

TOP MARKS

TO

GIRLING

DISC BRAKES



"... The growing popularity of disc brakes is a very excellent trend. Already one is not merely content to know that a car has disc brakes, one has to compare the different makes of disc brakes

I GIVE TOP MARKS TO
THE GIRLING SYSTEM".

'W.B.' "Motor Sport", November, 1958



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43 FIRSTS

in 1958 Grand Prix
and other major events
throughout the world



GIRLING LIMITED · KINGS ROAD
TYSELEY · BIRMINGHAM 11

These cars are fitted
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the whole, wonderful, Welbeck Story—

... 1958 was a record year for Welbeck Motors; the fulfilment of a dream for the men who created it. We are now selling roughly 1,500 new cars a year, and about the same number of used cars. Today, our two new buildings in the heart of London display fifty cars, and our new car stock alone seldom falls below 70 units. And remember, Welbeck Motors, as a car sales organization, only started in October 1953; and it was started from scratch; absolutely scratch. Today, Welbeck Motors has much to offer you. . . .

If there's a Ford in your Future.

Welbeck Motors are ready and willing to serve you well. At Welbeck, you will find one of England's finest selection of new Fords. Normally, every model is here for you to see and try. Immediate delivery is the rule at Welbeck. You can even come and buy a Consul Estate Car and take it away the same day. Our part exchange policy is a fair one: in the case of late models, we allow the retail price of your present car (less the cost of any rectifications necessary), against the purchase of a new Ford.

Fords for the Forces.

Welbeck Motors can sell many service people a new Ford free of purchase tax, so long as you are soon to be posted overseas. Briefly, the rules are that you can take delivery in England six months prior to your overseas posting (if you have just come home from abroad, this period is sometimes increased to twelve months) and then you must keep the car at your overseas posting at least twelve months. When you bring the car back to England, to avoid purchase tax altogether, you must keep the car for a further two years. Then you can sell it . . . freely, to anyone you like. A special member of our staff deals with your order and guides you through the paper work, making all the formalities simple and easy. Delivery of all models is quick and certain. You may be surprised to learn that we can offer hire purchase facilities on this class of sale, and we can handle a part exchange.

More Ford Sales free of Purchase Tax.

A special member of our staff welcomes export enquiries for any Ford Product. Visitors to Britain can buy from Welbeck purchase tax free, use the car here and take it home with them after their stay. Again, people about to go abroad can take a tax-free car with them. Or we can arrange export sales of Fords direct to any country in the world. And remember always, Welbeck Motors are almost unique in offering hire purchase facilities for this type of sale . . . even though you are going to take the car abroad during the period of the hire purchase agreement. If you are not sure whether or

not you are entitled to buy tax free, please let us give you the required information.

Competitive Contract Hire.

Welbeck Motors (Contract Rentals Dept.) now offer to hire you a new Ford for very low monthly payments. Rates are very low: a new Anglia costs £16/13/4 per month or a new Consul £22/18/4 per month. You keep the car two years. Rentals include everything except insurance and routine service. In the case of breakdown or accident a replacement car is instantly at your disposal. These cars are available not only for private owners, but also for all types of fleet owner. This must be the most economical way to keep your commercial travellers on the road. Several self-drive hire firms also use this service. Contract Hire is fashionable nowadays and many firms offer it: charges are roughly the same everywhere; but standards of service vary enormously and at Welbeck Motors it is very good indeed.

Self-Drive Car Hire.

In actual fact this is the oldest-established side of our business for we began in 1946. But in 1953, when we started in car sales, we temporarily lost interest in it because our minds were so set on building up our car sales organization quickly. So we contracted out of car hire for a period, but now in January 1959 we have come back in a big way. One hundred new Ford Anglias and Consuls have been put on hire since January 1st, and a further hundred will be on the road by Easter. Rates have been cut and during the present winter season, cars are being let out at unbelievably low prices. For instance, you can hire a new Ford Anglia for the evening from 5 p.m. to 9 a.m. the next morning for only £1. And there is no mileage charge, no mileage limit, no extras. All our self-drive advertising now features the slogan: "... And no one cares how far you go . . ." And we really mean it. Up to now, car hire rates have been most confusing for mileage charges or limitations and extras can make the cost of hiring greater than you think. Welbeck Motors will always quote a flat all-inclusive rental . . . and the rental will always be very modest for brand new cars and a standard of service which can only be given by a great Ford Dealership.

Not just Ford.

Our Ford Dealership is a big one and most of the special services outlined in this advertisement are restricted to Fords. But we are authorised to sell—and we stock—most other makes of new cars. We are Ford-Minded but not Ford-Prejudiced; it gives us just as much pleasure to take your money for any other make of car.

TELEPHONES:—

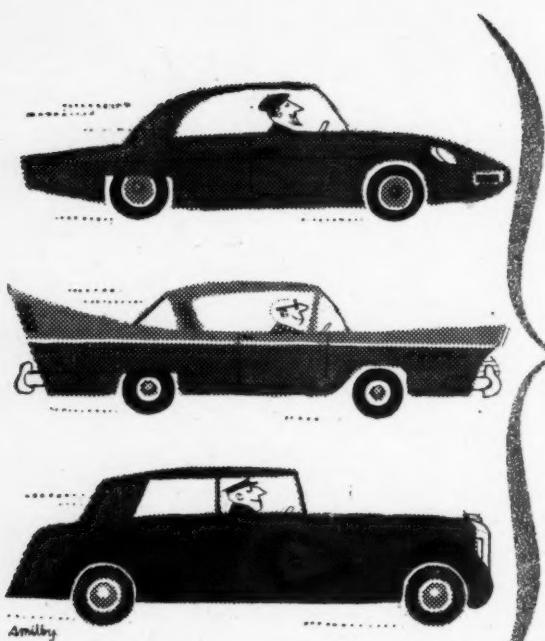
For car sales: Welbeck 1139

For car hire: Welbeck 3991



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London, W.1



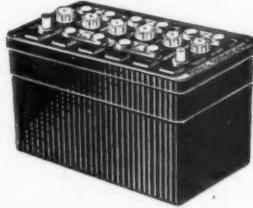
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We've written a little book called 'How to get the best from your car battery'; if you'd like a free copy, please fill up this coupon:

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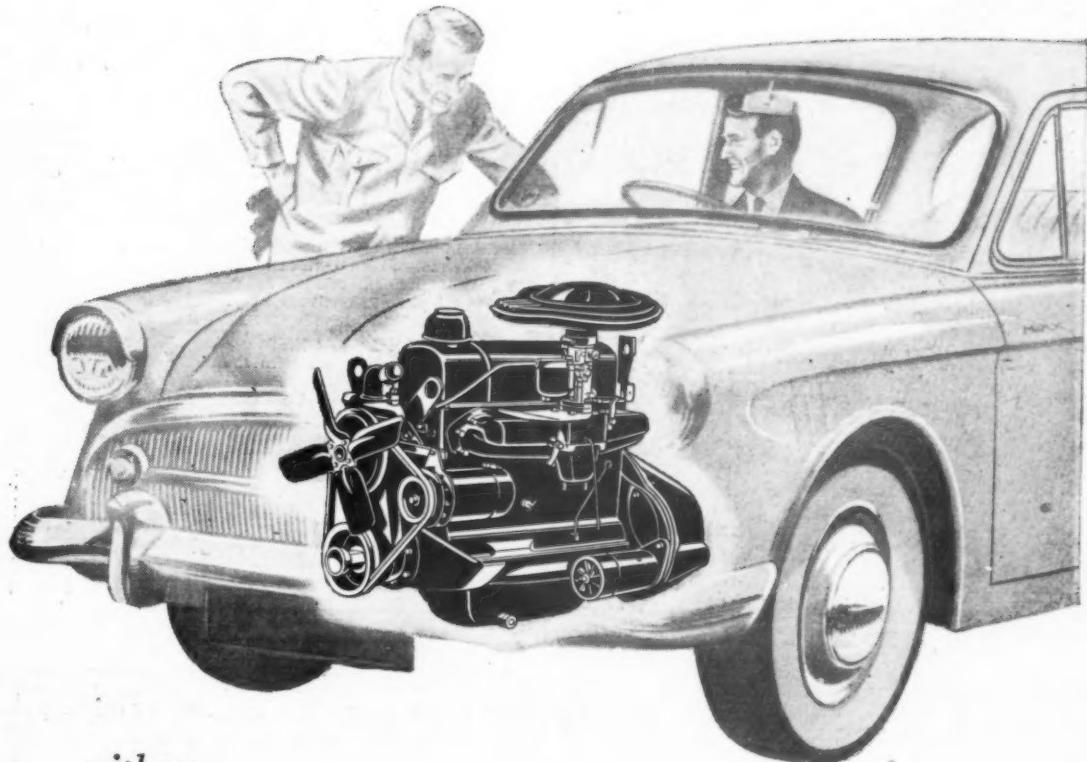
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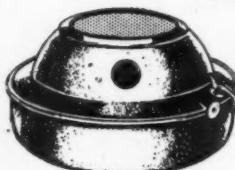
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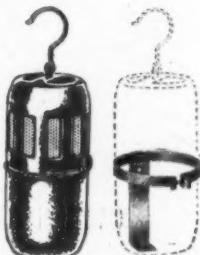
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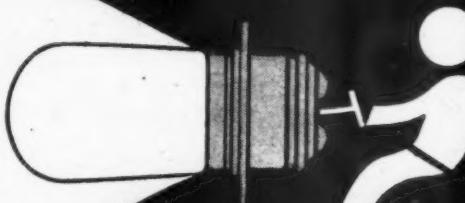
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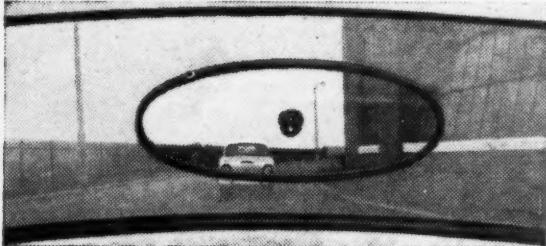


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Non Electric—no extra load on battery.
No wiring or drill holes—fitted in a jiffy.
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Fit either flat or curved windows.
An essential safety fitting for all cars.

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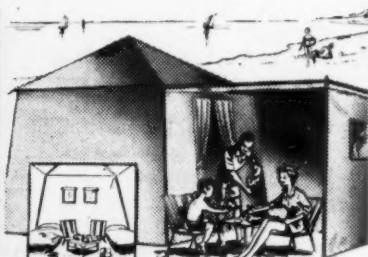
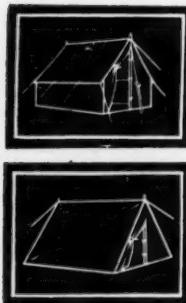
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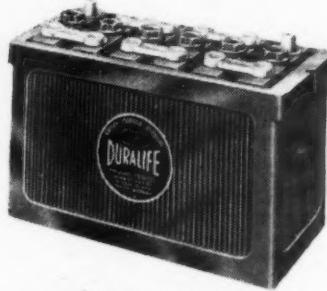
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K-L 54
HEATER/DEMISTER/
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(2 kW.)
£11 complete

Temperature instantly controlled by 3-way illuminated rheostat switch. Tailor-made for Austin, Hillman, Morris, M.G., Standard, Triumph, Ford Prefect and Anglia 1954 onwards, and many others.

K-L MONITOR (1½ kW.) £10.10.0 complete

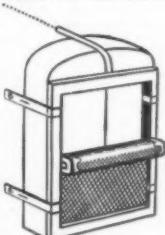
With demister and defroster equipment. For Ford Popular (all models), Prefect and Anglia up to 1953, and all other cars. Model "P" without demisting equipment £10, with demisting £10.10.0.

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Specially designed for Anglia and Prefect 1954 onwards, Hillman Minx, Morris Minor Series II and 1000, Vauxhall Victor, Velox '58 and Wolseley 1500. K-L 502 Universal Model for most cars. From £13.13.0 inclusive of demisting and defrosting equipment.

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Complete connections and mounting bracket. £1.14.0.

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4-inch port cross flow design,
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As used on highly de-
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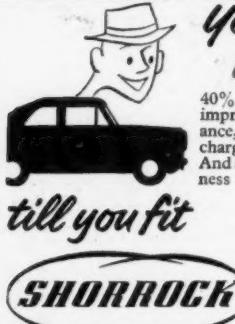
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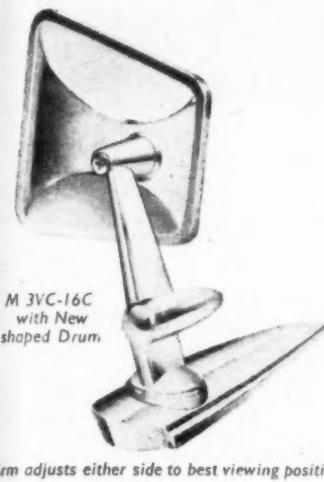
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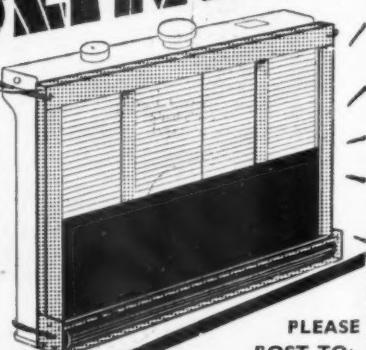
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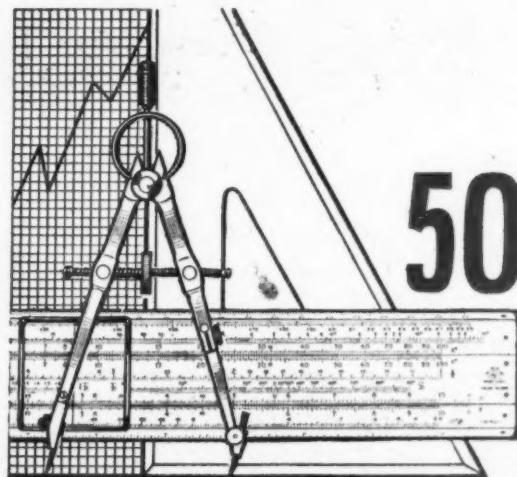
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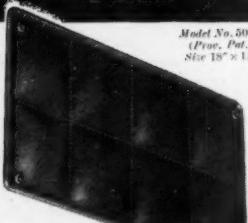
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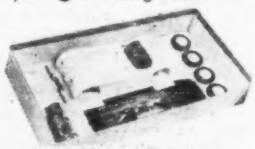
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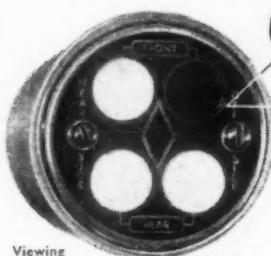
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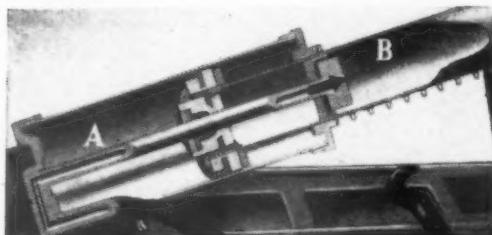
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Selling Stakes

It may seem a far cry from the Monte Carlo Rally to what many consider the finest form of competition motoring—formula 1 Grand Prix racing. Success in either can do much to enhance national prestige. A win in the world's most publicised rally helps, quite materially, to boost the sales of the winning manufacturer's products; Grand Prix racing influences world opinion in a broader field. In the past few years, many leading British manufacturers have entered factory teams in the major rallies—a significant change in their policy—and a fair share of success in this sphere has been achieved. But it is still left to the smaller firms—and patriotic individuals—to uphold and increase our standing on the Grand Prix circuits.

This they have done during the past two years to a truly remarkable extent. As all know, Britain has won both the formula 1 and formula 2 Constructors' Championships, and a British driver has become World Champion for the first time in history. The benefits continue to be felt in increased sales to foreign countries, not only of our production cars but also of allied products. It has been a golden era, during which Britain has demonstrated first that she has a plentiful supply of first-rate drivers and, lately, that she can provide them with world-beating cars; no longer was it necessary for these men to cross the Channel to make the most of their abilities.

We still have more drivers of experience than any other country in the world; we are fortunate, too, in having several others who are close to achieving a place on the coveted international roll of Grade 1 drivers.

Loss of the Vanwalls

WITHDRAWAL of Vanwalls from racing is a bitter blow to British hopes; after Mr. Vandervell's long, sometimes disheartening, struggle to the top, there seemed every reason to believe that he could continue to stave off the foreign challenge. From now on, the B.R.M. should be our most formidable contender; but, despite oft-shown promise, it has not yet fulfilled expectations, and will have to produce much more power in order to compete effectively against the Ferraris. Signor Ferrari is known to consider that a G.P. car lives for one season only; he can be expected, therefore, to produce something new.

Much publicity has been given to the plan to use a B.R.M. engine in a formula 1 Cooper; the additional power may, of course, produce handling problems, and a new five-speed transmission, to be installed in this car, is as yet unproven. The remaining Cooper and Lotus racers need 2½-litre engines—rather than 2.2-litre—to meet the opposition on equal terms in all races, and the new unit in prospect from Coventry-Climax may not be ready until the season is well advanced. Little is known about another British contender, the Aston Martin. If it does race during 1959 it would be unreasonable to expect it to drive straight to victory without an initial proving period. On paper, therefore, we have one or two potential winners in this country, but it would seem unlikely that we can achieve such successes as were our good fortune during 1958.

With only two years to run before the 1½-litre formula comes into effect, there is every reason for concentrating design efforts on that size now—in other words, to forget about the present 2½-litre cars except for readying them for individual races. Indeed, this year may well be the last in which the present crop of G.P. cars will race, and 1960 would then become the proving period for cars destined to be formula 1 contenders in 1961. If this happens, Great Britain has much to be pleased about, since the present formula 2, in which our cars predominate, numerically and in achievement, is destined to become—in broad terms—the new formula 1.



LAMINATED VERSUS TOUGHENED WINDSCREENS—THEIR PROPERTIES DISCUSSED

UNLESS you want to be involved in lively discussion, it is best to avoid expressing an opinion on the relative merits of laminated and toughened glass. That the subject keenly interests motorists is confirmed by the immediate reaction its mention provokes. Everyone, it seems, at some time has had his screen shattered without reason or warning—or, at least, has had a friend of a friend suffer thus.

Some months ago we set about collecting information from several sources, and it is here assembled in a cohesive though not conclusive case history. In particular, material has been provided by the Road Research Laboratory, glass laboratories, Triplex Safety Glass Company (who have a near monopoly in this country) major motor manufacturers, accident authorities and motorists. A previous article on the subject appeared in our issue of 26 April 1957.

There are two basic kinds of safety glass for cars, as almost everyone will know—laminated, and toughened (or tempered). Both start life as ordinary, good quality plate glass, and while the former is then made up from two relatively thin sheets of the glass, between which a transparent sheet of plastic material is sandwiched, the other is a thicker single sheet, heated and then quenched by air jets to give it predetermined safe shatter characteristics.

In recent years the production problems have been somewhat aggravated by the single and double curvatures now called for, and a little also by the marked increase in area of the screens themselves. Neither type of safety glass screen is the perfect answer to requirements, but it is only fair to stress the fact that both are infinitely superior to plain plate glass as originally employed in vehicle windows.

There are elaborations of the toughened glass screen which are intended to overcome certain shortcomings. These include the provision of a small circular or oval pane of glass in front of the driver, which gives clear forward vision in the event of sudden granulation of the rest of the screen, and of an un-toughened vertical strip which separates one side of the toughened screen from the other. The effect here is as if the screen were of the old fashioned divided kind, except that there is no visible frame member. The terms crystallization and crazing are also used in place of granulation.

Breakage Behaviour

The purpose of safety glass is, of course, to avoid cuts in the event of an accident. Plain plate glass, $\frac{3}{16}$ in thick, if it is shattered, can produce long, lethal spikes and damaging sharp fragments. Laminated glass behaves in the same manner, but because of the tough plastic interlayer, the broken fragments remain attached, and sharp edges appear only

when the screen is actually pierced. Also the glass outer layers are much thinner, and thus in the rare case of a fragment becoming detached, it is lighter and more fragile.

In the case of toughened glass, shock or impact may cause the whole screen to granulate. According to circumstances, the screen may then remain intact or areas may fall out like hail. In either event, all strength as a pane is lost, and a hard tap of the driver's hand will knock the glass grains out of the screen frame without hurting him.

There is one important difference to note, namely, that laminated glass fitted in a car is most unlikely to crack unless as a result of impact or distortion—that is, as a result of an accident. Toughened glass, on the other hand, has an annoying habit of crazing over occasionally, without apparent cause. A stone thrown up by a vehicle in front may point-star a laminated screen, but if it affects a toughened one at all, it will cause it to granulate all over.

Vision

Breakage of laminated safety glass caused by impact, results in simple star-type cracking. If a large, heavy object causes the breakage, the crack pattern may be much more extensive and the glass perhaps bulge, but it will still be relatively localized. There is thus no difficulty in the driver seeing sufficiently well to avoid collision, though the shock



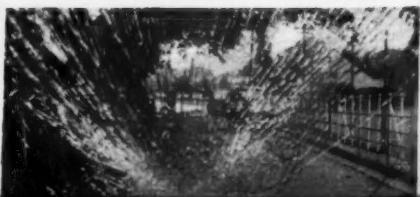
1

3



2

4



Driver's view through a laminated screen. The upper views show a simple crack such as might be caused by a stone. On the left the screen is upright, on the right is the same screen tilted at 45 deg. Below: the effect on a laminated screen when struck by an 11 lb shot, again vertical (left) and at 45 deg (right)

of the impact and sudden appearance of cracks may momentarily impair his judgment and control of the car.

In the case of a toughened screen, shattering may occur as a result of impact, but also if there is a flaw, perhaps resulting from pitting, scratching or erosion which has penetrated the surface; pressure, strain or temperature change can also precipitate it unexpectedly. This is one of the present problems with such screens. When granulation occurs, vision is much impaired and a number of considerations are introduced. First there is again the shock of the sudden occurrence which upsets the driver. Secondly, such limited vision as remains depends upon distance of eyes from screen, grain size, position of sun, if shining (darkness is an advantage), screen angle to the vertical and degree of curvature, cleanliness of surfaces and whether they are wet or dry. The quickness with which the driver's eyes can accommodate themselves to the new vision at the original focus is also important.

Risk of Injury

The relative safety of laminated and toughened glass remains to some extent a controversial subject. Records and experiences in different countries are not entirely consistent, but most factors accord with expectations.

In minor collisions both types of screen are equally safe, but a laminated screen is more likely to crack. In the case of a more serious collision, the toughened screen will probably granulate and fall out in particles, while the laminated screen will crack extensively but remain complete. The front passenger's head may strike the glass and, if so, it will receive a heavier blow from initial impact with the stronger toughened glass, but not to the extent that would cause more than momentary stunning.

In the event of a major high-speed collision, passenger impact with the glass will again be the main consideration. If the head penetrates toughened glass there may be temporary stunning, but no dangerous injury is likely to occur, either

from impact or laceration. With laminated glass there is a likelihood of deep cuts and serious neck wounds. Injuries are referred to again later.

From the point of view of minimizing injury in a serious collision, the aim should be to decelerate the bodies of the occupants of a car as quickly as possible without actually causing serious injury as a result. Thus it is better to be stopped abruptly by a strong screen than to be propelled through it, to strike some solid object ahead.

Cost

It is sometimes assumed that the difference in cost of the two kinds of safety glass and the fact that expensive cars tend to have laminated screens and cheaper ones toughened, is of major significance; this is not fully true. Car manufacturers are rightly price-conscious, and laminated screens cost approximately twice as much as toughened ones. For elaborately curved screens or those of large area, the figure is rather more than twice as much for laminated glass, and for home sales 50 per cent purchase tax must be added. Yet the cheapest Ford, the Popular, is fitted with a laminated screen, as are Rolls-Royce models. Were British manufacturers satisfied that laminated glass offered outstanding advantages in safety, then there is little doubt that they would fit screens so constructed, regardless of additional price.

Some representative retail prices of screens are as follows:

Description	Approx.		
	Area sq ft	Toughened £ s Flat 4½ 2 10	Laminated £ s Flat 6 6 0
Curved	6	3 15	7 10
Semi wrap	7	6 15	15 5
Full wrap	10	9 10	23 5

Plate glass is costly and, in the range concerned, the thinner it is, the more expensive per square foot. Material content of the above prices is thus high.

Production and Handling

Quite apart from unit purchase price, there are marked differences in the costs to car manufacturers of the two safety glasses in the various screen shapes, re-

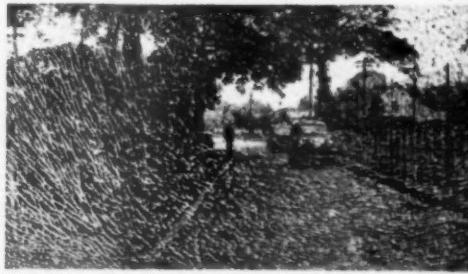
Vision, or lack of it, through 21-particle to the square inch toughened glass after breakage, and the deterioration as the slope of the glass is increased. Top to bottom right, the screen is at vertical, at 80 and at 60 degrees

Reminiscent of an operating theatre. Air conditioning and extreme cleanliness are essential when a laminated screen is being assembled from its outer glass sheets and plastic interlayer

sulting from handling, storage and transportation problems. Laminated glass is more difficult to fit; it is also more liable to minor damage and scratching.

On the production line, toughened glass can be treated almost like a metal panel, and it is frequently tapped into its frame with a rubber mallet. Not so with laminated screens, which must be carefully hand-fitted with their sealing strips and frames.

A glance at photographs of wrap-round screens shows at once how much more difficult is transportation and stacking



than with flat or mildly curved screens. These remarks, of course, apply to both kinds of glass, but much more to the one which is the more fragile.

A demonstration picture (p. 132), which involves no trickery and shows three men standing on a toughened screen supported only at its extremities, indicates the strength of such glass. There is considerable resilience also, and breakage will occur only as a result of a deep scratch or pit, or a flaw in manufacture. This strength property is important, because it allows the windscreens and rear window of a car to contribute to body strength and rigidity.

If, as a result of developments, the decision was taken to make, for example, laminated glass obligatory in the United Kingdom, considerable warning would have to be given or there would be serious



Transparent Safety . . .

supply difficulties. Not only would it be impossible to obtain a sufficiency of laminated screens from British sources, but in addition a great deal of expensive plant, previously devoted to the manufacture of toughened glass screens, would become redundant; the manufacturing processes are entirely different. These remarks would be equally applicable if the requirement were to be for toughened glass exclusively.

Statutory Requirements

In the United Kingdom, safety glass is obligatory in forward facing screens. The regulations are as follows:

"The glass of windscreens and other outside windows facing to the front of any vehicle, except glass fitted to the upper deck of a double-decker, must be of safety glass. If the inside face of any glass at the front of the vehicle is at an angle of more than 30 degrees to the longitudinal axis of the vehicle, it is deemed to be facing to the front (359/57/5).

"On passenger vehicles and dual-purpose vehicles first registered on or after January 1, 1959, the glass of all outside windows, including the windscreens, must be of safety glass."

There is no stipulation as to whether the glass should be laminated or toughened but if the latter, then size of particle for safety takes priority over that for vision after breakage. The official standard lays down a maximum size, but not a minimum one. The present grain standard of 20 indicates that there shall not be fewer than 20 particles per square inch (counted over 4 sq in and averaged) after breakage, but the number may well be 30 or 35.

For all racing events, whether for racing, sports or saloon cars, the competitions division of the R.A.C. specifies laminated glass or transparent plastic. Toughened glass is not accepted, although it is believed that exceptions have been made for foreign rally competitors provided their toughened windscreens contained clear-vision sections of the Securit (Discey) and Bisecurit types. International ruling, laid down by the F.I.A., does not seem to be precisely worded, but the intention appears clear. Appendix C sports and sports-racing cars must have Perspex or laminated screens. Appendix



Swedish divided toughened screen, in which an untempered strip has prevented the crazing on one side spreading to the area in front of the driver

J touring and grand touring cars simply have to have a recognized safety glass. The dangers to competitors and spectators if a racing driver were suddenly to lose his forward view are obvious. Hence the accent on vision.

Some countries insist on laminated glass screens—at least for imported cars—for example U.S.A., Canada, Mexico, Manila, Rhodesia, Uganda, France and the French possessions. There is some reason to believe that as a result of experience with serious head-on collisions, the American standard specifying laminated glass may be reconsidered. On the other hand, it is also probable that Italy will call for laminated glass exclusively later this year.

Because on breakage large, sharp pieces—particularly long splines—of glass may occur at junctions, the toughened screens incorporating divisions or clear panes do not satisfy technically the British safety requirements.

Discussion

It is fair to say that toughened glass, as manufactured now, is almost ideal for side windows in cars, and that but for unexpected loss of vision, it meets most of the requirements for windscreens.

With toughened glass the conflict of requirements is obvious, for if the particles are big enough to be seen through clearly, they are apt to be too big for complete safety and, as has been pointed out, the vision problem has been aggravated by the modern tendency to slope and curve windscreens more than in the past.

Although there is genuine alarm among motorists over the risk of collision resulting from loss of vision when a screen granulates suddenly while a car is being driven on the road, there is scarcely a re-

corded instance of a collision actually occurring from this cause. Probably the driver retains in his mind's eye sufficient impression of the road ahead at the moment of screen breakage to avoid fixed objects for several seconds of slowing down. Other vehicles can themselves take avoiding action, if need be. The eyes also accommodate themselves and provide a little information as a result of what can usually be seen through the crazing.

Again, the glass particles may fall or be pushed out, or the driver may by then have had time to look forward through an opened side window. The risk of being hit from behind as a result of sudden braking is even greater than that of driving into an obstacle ahead.

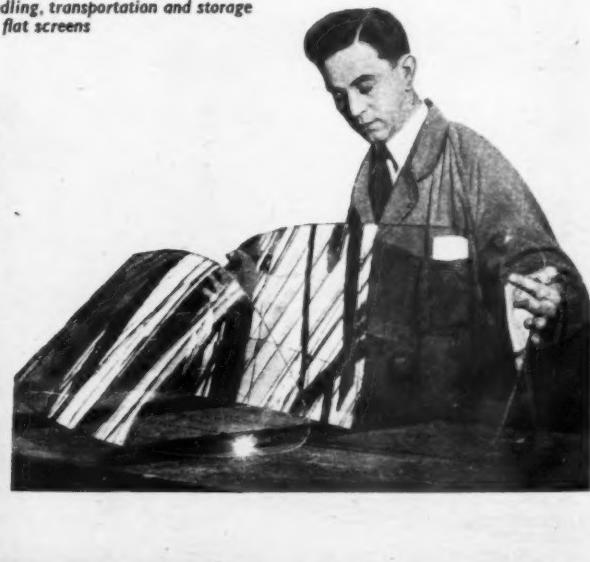
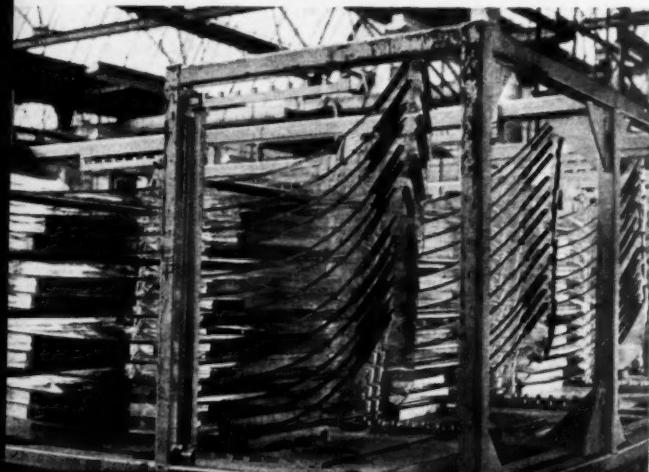
In this country the tendency has been to concentrate on safe glass fragments with a high minimum particle count, whereas in France vision is considered more important, and, for example, even a 10 particle count does not pass French vision tests. Those who do not favour modified toughened screens in which an untempered area is arranged in front of the driver, point out that a sharp and jagged disc or strip of glass, weighing over half a pound, is poised ahead of the driver's face, ready to strike him in the event of breakage. There have been one or two unofficial reports of such occurrences from Germany, but none from Sweden where the bisected toughened screen is available.

Standard thickness of glass in the U.K. is $\frac{1}{4}$ in, while Continental toughened screens are usually $\frac{3}{16}$ in or occasionally $\frac{1}{8}$ in thinner. Toughened glass, $\frac{1}{4}$ in thick, weighs about 3.4 lb sq ft; $\frac{1}{8}$ in glass about 2.6 lb sq ft.

Such information as is available sug-

Continued on page 132

Below: stacks of wrap-round laminated screens. They are awaiting heat treatment in pressure ovens, known as autoclaves. Right: curved and full wrap round screens. Handling, transportation and storage are obviously more difficult than with the old type flat screens





MOTORING in the HIGH ATLAS

WE did not, perhaps, choose the best size in cars nor the best month of the year to go touring in the High Atlas Mountains in Morocco, but nevertheless, our trip was a great success. Four of us, and my small daughter, packed into an Austin Seven one sunny February day. We were staying for a few days in Marrakesh, having flown down from Tangier to soak ourselves in a little sunshine before returning to the fog and ice of London. February in Morocco is sunny, the air soft as an April day here.

For three days we had explored Marrakesh, always looking beyond at the majestic Atlas Mountains whose jagged heights, snow-covered, form a back-cloth to the city. Now we set out on a grey, metallised road which left the city gates and old red ramparts and stretched out directly across the plain of Haouz. On each side were cultivated fields, some of corn with scarlet poppies in their midst, others of broad beans sweetly scenting the air, some of green mint for flavouring tea.

Among the crops small white cranes strutted, and we saw their nests in many strange places—on the parapet of a bridge, on the dome of a marabout's koubba, on the ramparts of towns and on the roofs of mosques. Arab men and women were tilling the soil with primitive tools, helped by donkeys and loudly complaining camels.

The road, after a lazy climb of the foothills, became strenuous, with flat parts followed by steep gradients, and hairpin bends with sheer cliffs on one side and an immense drop on the other.

We passed several Shleur villages which stood back from the road, carved out of the side of the hill or built on ledges on the hillside. Made of local red soil formed into mud walls, they blend perfectly into the countryside. Everywhere was rich verdure—olive and walnut trees and beautiful rose-laurel.

At about 4,000ft we got out of the car, the wind from the upper snows blowing cold on our faces. Below us we saw the road, wriggling through the hills then thrusting out straight to the walled city thirty kilometres away.

We continued our climb, higher and higher, while the mountains closed in on either side. It was lonely here; no traffic passed us, we saw no people or villages. Soon we were passing patches of snow, and despite the sunshine, the air was cold.

The view around was almost unbelievable—gigantic mountains rearing above and around us, and our road backing and rearing

to climb them. Eventually we reached the pass—Tizi N'Tichka—the highest in the High Atlas. A notice on the roadside states that this road was built by the Foreign Legion.

Again we got out of the car to stare across a scene of breathtaking beauty. One huge mountain—Bou Ouriou—dominates the scene, standing about 12,000ft high. The pass itself goes up to 7,000 ft. We continued carefully, for the road had a covering of snow and patches of ice, and eventually we began the descent on the other side.

After a few miles we left the main road, whose surface all along had been excellent, to take a track which wandered across wide empty hills. The scenery was gentle here, the hills lower and softly rounded, vegetation was sparse and one could see the thin soil. Our road became a dusty track, hardly distinguishable from the bare wilderness around, and in front of us, lit by the sun's long rays, we saw the famous Kasbah of Telouet, the imposing fortress of the Pasha of Marrakesh.

Moroccan Kasbahs, like mediaeval castles, accommodate a whole village; the Caid's servants and retainers are housed in mud huts beside the Caid's white stone apartments, all contained within the red mud walls.

We drove into the forecourt and from there to an inner court, where we were at once surrounded by fierce-looking Berber soldiers with large dogs. They took us to the main entrance, and we were handed on from one Arab servant to another through rooms built and furnished with princely magnificence. There were long corridors, rooms with coloured columns, mosaic floors, painted doors, precious carpets and silk-covered divans.

The Caid was not at home, but we were offered orgeat, a delicious drink said to be as expensive as champagne and made of crushed almonds, essence of orange flowers, rose-water and sugar.

Then we took our leave, and set off again through the twilight on the narrow track across the wilderness. Before we passed through the Tichka pass my small daughter was asleep. We all fell silent, tired perhaps by the grandeur of all we had seen. Darkness became complete—the road was deserted. Suddenly my small daughter said sleepily, "Mummy, look at those fairies dancing in front of the car." They were moths caught in our head lamps' gleam, but in the enchanted High Atlas one can believe in more than fairies.

K. H. JOHNSTON.

View of the Kasbah at Telouet





CINDERELLA

Borgward RS

In the foreground, the Electron-bodied car driven by Bonnier at the Avus; behind, the Standard RS

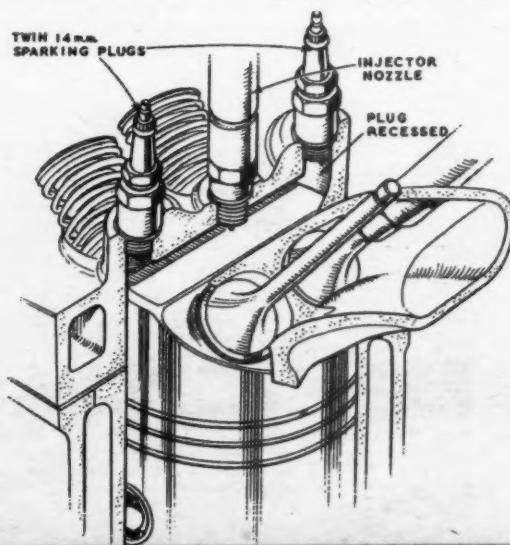
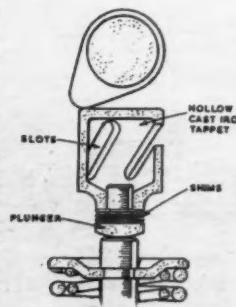
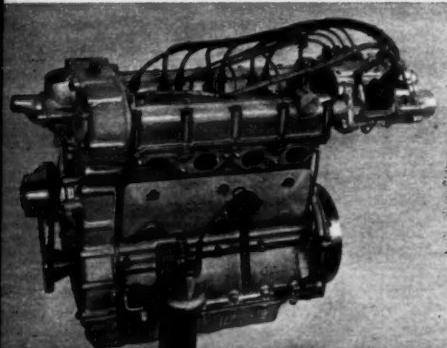
EXISTING chief contestants under the present formula 2 and in the 1.5-litre sports car class, as possible ancestors of tomorrow's protagonists in Grand Prix racing, are naturally commanding increased interest. Cooper and Lotus alone so far have ventured to design and develop fully fledged monoposti for current formula 2 racing, if the lone Ferrari is regarded as a prototype and the single-seater Porsche as a converted sports car.

The Borgward RS is by no means a revolutionary new design. Its engine may boast one of the highest specific power outputs achieved from an i.c. unit, but it is primarily a result of careful development and attention to minute detail. Unlike Daimler-Benz and Porsche, who diverted considerable energy and financial resources to the design of racing cars and management of their teams, the Borgward company have regarded their racing activities merely as a hobby. They were and still are too busy with the manufacture of cars and commercial vehicles to be able to spare someone from their small team of designers for such activities. Even today, there is no racing department at Sebaldsbruck. What development work Brandt and Buchner—the two men chiefly responsible for the RS—carry out on the cars is done in the time they can spare from their jobs as chief engine designer and head of development.

In 1952 there appeared at the Frankfurt Motor Show a rather hush-hush Borgward sports car. The streamlined two-seater was powered by a 16-valve, four-cylinder engine, externally faintly resembling the 4 CLT Maserati unit. A work of the then engineer-designer Fleischer, this unit had a bore of 72mm and stroke of 92mm, like the contemporary Borgward 1500. Said to develop 100 b.h.p., this engine seemed to suffer from weakness in its built-up crankshaft; ultimately it was shelved when Karl Ludwig Brandt, who had succeeded Fleischer, produced for the production pushrod engine a special alloy head that gave quite promising results—over 90 b.h.p. was obtained during the first bench tests. This engine was developed until it gave a maximum of 116 b.h.p. on alcohol fuel. During 1954 Hartmann and Bechem scored several impressive victories, but the pushrod engine was plainly at the end of its development, so Brandt set out to evolve something that could be further extended.

"I have never aimed at out-and-out competition engines," Brandt explained. "When I designed the RS engine I had in mind that it must be suitable for eventual series manufacture—it

Exhaust side of the engine, and the camshaft-driven fuel injector pump and distributor (below); tappet assembly and method of adjusting valve clearance (centre); combustion chamber, showing disposition of valves relative to the injector nozzle and twin plugs (right)



is of quite straightforward construction, so as to assure simple castings and easy machining operations."

"Why four valves?" was a natural question; it seems there were several points in favour of the original Fleischer layout. Smaller valves mean lighter reciprocating masses and they are easier to cool. There appears to be less danger of distortion of the head, and twin plugs, plus the nozzle of the direct fuel injection, can be better accommodated. The high output and reliability of the Borgward engine show that the problems of turbulence and heat flow have been well solved.

During the early 'forties Brandt had been a member of the BMW experimental department, and had tried direct fuel injection on the famous 328 engine. It is not surprising, therefore, that he specified fuel-injection for the new RS. But he would definitely prefer carburetors if, as he hopes, the RS engine may some day be fitted commercially in a fast G.T. car for everyday use.

Basis of the RS engine is an extremely stiff aluminium casting, including the cylinder block and a crankcase extended well below the shaft bearings. The fully counterbalanced crankshaft runs in five main bearings. The lead-bronze-indium bearings are 28mm (1.102in) wide and the journals have a diameter of 60mm (2.362in). The bearings are supported in wide webs cast integrally with and bridging the crankcase; into these the bolts securing the bearing-caps are screwed from below, and they anchor the ten long cylinder head bolts. Forged I-section steel connecting rods run also in lead-bronze-indium bearings, 32mm (1.260in) wide, on crank-pins measuring 50mm (1.970in) diameter; 22mm (0.866in) diameter gudgeon pins, a floating fit in bronze-bushed small ends, are secured by circlips. Like the combustion-spaces, the piston crowns are pent-roof shaped. They are alloy forgings made by Mahle, and carry two compression rings and one scraper, all above the gudgeon pin. The pistons are fully skirted, and the ridge of the pent-roof crown is machined flat. The centrally placed injecting nozzle thus sprays at right angles against this flat surface, providing good mixture distribution and internal cooling.

Centrifugally cast "wet" cylinder liners have retaining collars at their tops and two annular rubber rings as water seals at their

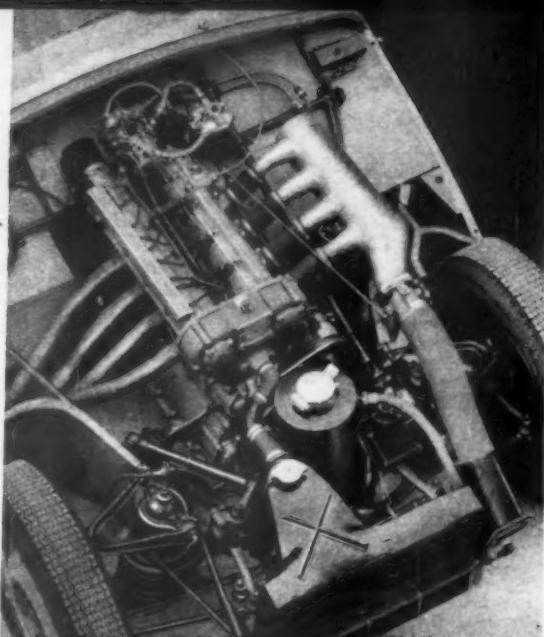
FROM BREMEN

lower ends. Cylinder bore is 80mm (3.150in), and the stroke 74mm (2.913in), giving a capacity of 1,488 c.c.

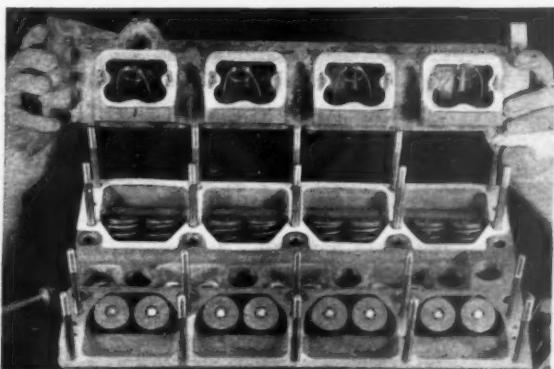
Of cross-flow type, the light alloy head has inlet ports on the left and exhaust ports on the right side. As there are two valves per port, the shape of the gas-passages is not round in cross-section, but oblong. Valve seats and guides are shrunk into the head. Valves are arranged at a symmetrically split included angle of 64 deg; each has two concentric coil springs, secured in the usual way by collars and cotters. Exhaust valves are sodium-cooled. Each of the two camshafts runs in five plain bearings, without any bushing.

On their insides facing the plugs, the camshaft housings have windows, normally closed by lids each secured by two bolts and nuts; removal of these lids reveals the feet of inverted cup-type tappets. After valve clearance has been measured, it is a matter of seconds to lever down the valve, extract a little mushroom-shaped plunger normally sealing the base of the tappet with its "head" bearing on the valve stem, slip on its stem a washer of the gauge required for correct clearance, and replace the plunger.

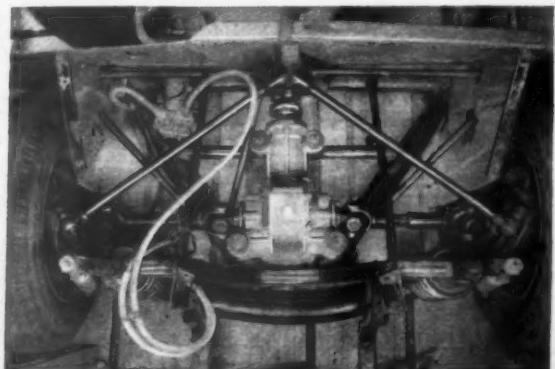
Similar simplicity and accessibility is evident also in the two-stage chain drive to the camshafts. The first stage of the



The engine installed; layout of the steering linkage, with a damper coupled to the slave lever, is shown



Left: Cylinder head, with exhaust side camshaft cover removed. The hair-pin springs retain the tappets during assembly. Right: Rear suspension from above; the V-strut locates the axle laterally. The electric fuel pump is shown on the left



duplex chains drives a reduction sprocket which, in turn, picks up the impeller of the timing cover-mounted water pump. The second stage drives the camshafts. There is a jockey sprocket on the slack side of the first stage, and another between the camshafts; each is adjustable externally. Three fixed light-alloy dampers covered with synthetic rubber control chain thrash on the tight side of the chains. At first the chain became "stiff" and had to be replaced after each race; after changing over to chains of Renold manufacture, this trouble did not recur.

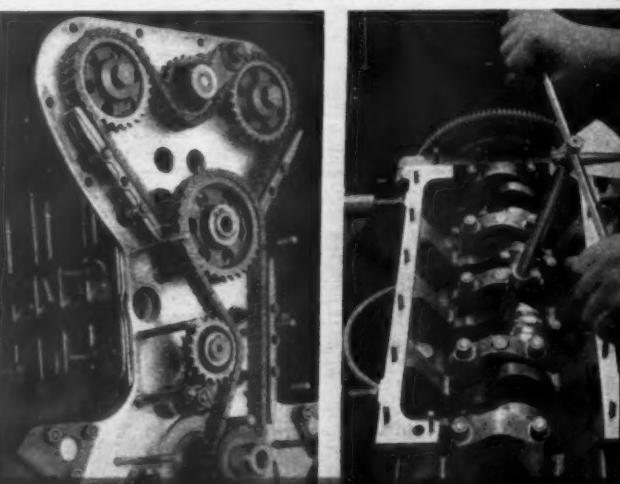
Another interesting feature of the camshaft gear is the method of fixing the sprockets to the camshafts. Two fine-angle, conical rings are sandwiched between the camshaft end and the hollow receiver in the back side of the sprocket. As the central retaining bolt is tightened, the rings are pushed together and expand, to lock the shaft and the sprocket. This lock allows for easy changes in the valve timing, besides being much cheaper to make than the usual vernier couplings or cone and key fixings.

If the cylinder head is to be removed, the camshaft sprockets and chains may remain in place, as, after loosening the central sprocket bolts, the sprockets may be released from the camshaft ends, though annular rubber rings prevent them from falling off the retaining bolts.

For simplicity's sake, the engine was originally designed to have wet-sump lubrication, but because of bearing trouble arising from oil-surge, it was converted to dry sump. Gear-driven off the crankshaft front end are the oil pumps, set side by side

in the lower front end of the crankcase. They are practically identical save for the width of the gears; cast integrally with the sump in the feed-pipe for the larger scavenging pump. The pressure pump feeds, through a full-flow filter mounted externally on the exhaust side of the crankcase, to galleries cast integrally with the block. Drillings lead the oil through the stiffening webs to the main bearings, and through cross-drillings in the crankshaft to the big ends. The drum-type oil tank holds about two gallons, and there is a cross-flow oil-cooler in front of the radiator. Oil circulation at 7,500 r.p.m. is said to be about 11 gallons per minute.

The cooling system is under slight pressure, and "normal"



Two stage chain drive to the camshafts. Adjustment is made by pressure on the "nose" of the jockey-sprocket arm. Right: Array of crankshaft and big-end bearing caps

Borgward RS . . .

temperatures may run above 100 deg C. There are quite liberal water passages in the head, but surprisingly narrow ones around the cylinder barrels.

Shape of the combustion chamber is rather unusual, being roughly rectangular in longitudinal section. The twin 14mm sparking plugs are placed in the corners, and are recessed; the injector nozzle is located centrally, parallel with the plugs. Ignition is by battery and two 12 volt coils; the plugs are fed by a twin contact breaker distributor driven off the exhaust camshaft.

Driven in the same way by the inlet camshaft is a fuel-injecting pump of Bosch manufacture. It carries a mechanical fuel supply pump directly attached to its housing, and there is an additional electric fuel pump mounted above the differential, to keep the system primed. The injector pump is controlled by inlet manifold depression, and injection ends at 62 deg after t.d.c. during the induction stroke. Valve overlap is said to be 42 deg.

According to Brandt, the meticulous tuning of inlet and exhaust piping has been a major factor in achieving the present high output of the RS engine. It is quite feasible also that the ram effect of the large induction tube terminating in the nose of the car helps a little.

In normal trim the Borgward RS engine runs at a compression ratio of 10.2 to 1. It "peaks" at 7,500 r.p.m., but 8,500 r.p.m. has been held for considerable periods during testing without ill effects. Maximum torque is developed slightly above 6,000 r.p.m. Borgward quote 150 b.h.p. as the normal output, but after the revealing Avus race it seems it may be on the

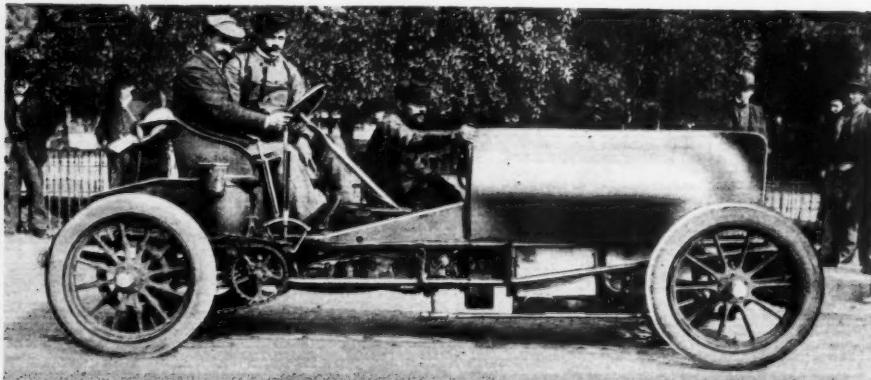
better side of 160 b.h.p. already. Dry weight of the engine is 128kg (282 lb).

Power of the engine is transmitted via a twin-plate dry clutch to an engine-mounted, five-speed gear box with synchromesh to all except bottom gear. A compromise between ladder and space frame, the chassis is not extremely light but very stiff. For the front suspension certain parts like wishbones and hubs are standard Isabella units, and the differential also is a production component. Rear suspension is de Dion; the light, tubular axle is located by a wide, V-shaped tubular strut, and two longitudinal drag links in the lower plane. The rear wheels are arranged to have 2 deg negative camber. Steering is by a ZF-Gemmer gear, with $\frac{1}{4}$ turns from lock to lock. There is a three-piece trackrod with the usual slave lever which, by an extension on its top, connects to a steering damper.

The braking system has two independent circuits. Two-leading shoes in front and leading-trailing shoes at the rear, 60mm (2.36in) wide, work in Alfin drums 280mm (11in) in diameter. The front drums are turbo-finned, the rear ones have circumferential fins. The steel disc wheels usually carry 5.50—16 tyres at the front and 6.00—16 rear, but 5.90—15 ones have been tried on the rear.

For the Avus race a new body was prepared for Bonnier's car, panelled in Electron, with weight-saving said to be in the region of $\frac{1}{2}$ cwt. All three Avus cars had raised decks for their tails, terminating in a sharp cut-off. This "Rucksack," as it is called, together with a new Lotus-like windscreen, seems to have improved the aerodynamics considerably. In addition, Bonnier's car was fitted with a long, flat nose. With a dry weight of some 630 kg (12.4 cwt) the Borgward RS is by no means a lightweight by present sports-car standards. Here seems to lie the next logical step for development—there seems to be no reason why the weight could not be reduced.

THAT FIRST CENTURY



Nice, 1903: Rigolly aboard the giant Gobron-Brillié at its first public appearance. Seated at the mechanic's feet is Léon Serpollet, a brave and skilful driver in steam cars of his own design and creation

COMPARATIVELY few motorists, among the many millions on the roads of the world today, have ever reached or exceeded 100 m.p.h., although some of their speedometers might have suggested otherwise. It remains a magic figure, and even the more sophisticated may experience a little thrill of pleasure each time they spot that reading on the dial. Yet the century was first reached—and comfortably exceeded—by a Veteran racing car over fifty-four years ago.

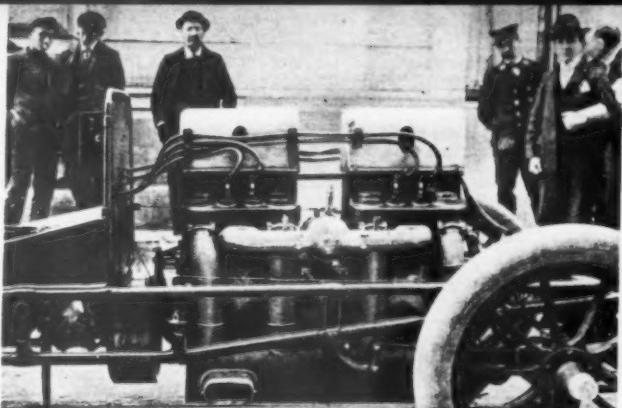
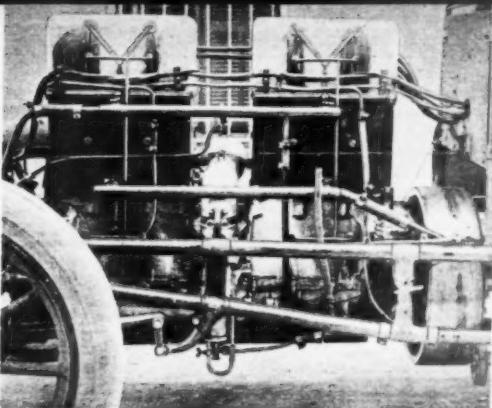
Record-breaking attempts for ultimate speed began in 1898, when the Comte de Chasseloup-Laubat covered a flying kilometre in one direction at 29.24 m.p.h. He drove a Jeantaud electric car, and the same means of propulsion was employed for all six successful speed record attempts during the nineteenth century. The first in this century was a steamer, with which its designer and constructor, Léon Serpollet, puffed along Nice's Promenade des Anglais at 75.06 m.p.h. in 1902. Later that year the record fell thrice to Mors petrol cars, but by such small increments that the final figure was only 77.13 m.p.h.

In 1903 a very remarkable new petrol racer was brought down to Nice for the Motor Week early in April. It was a Gobron-Brillié, powered by a huge four-cylinder, double-piston engine carried in a tubular space frame. The engine cylinders had a

bore of 140mm, and a combined stroke (for upper and lower pistons in each cylinder) of 220mm— $13\frac{1}{2}$ litres in all. Its six-throw crankshaft was carried by three main bearings, and the upper pistons were hung in pairs from π -shaped bridge pieces. The latter were united to their big-ends by very long studs, as shown in the drawing on the opposite page.

Valve operation was all mechanical, and from a single cam-shaft. Early production Gobron-Brilliés had atmospheric inlet valves, and some later ones separate camshafts for inlet and exhaust valves. Depending on whether one considers the upper or lower pistons, the valves might be described as either side or overhead; but, the valve and combustion chambers being formed outside the cylinder bores (on the right of the engine), the term "side-valve" is probably correct. This model may have marked the first use by Messrs. Gobron and Brillié of a constant-level, float-type carburettor, whereas their previous products were fitted with a positive delivery system worked by mechanical means. Plumbing of heroic dimensions carried the mixture between the paired cylinder blocks, and was water-jacketed to the engine cooling system.

This racer had a wheelbase of about 9ft 11in and an overall length of some 13ft. Its engine was said to be about 4ft long and 3ft 6in high, and it was cranked for starting by a long



The Gobron-Brillié's 13½-litre opposed-piston engine in its 1903 guise. A water-jacketed pipeline passing between the cylinder blocks fed from the carburettor (on the left) to the induction manifold. Of special interest was the tubular space frame

crowbar—a quarter-turn at a time. Rushed down from the factory near Paris before there had been a chance to test and tune it properly, the Gobron-Brillié was not in full song at Nice. Moreover, the event's time-table was put right out of gear by the tragic death of Count Zborowsky at La Turbie hill-climb, and Rigolly missed the mile races through having to return to Paris.

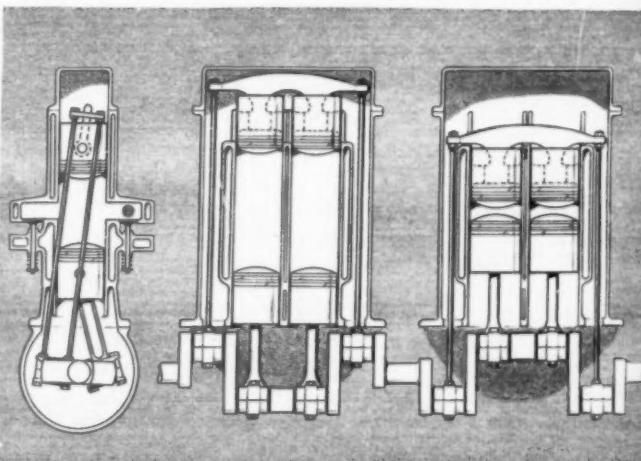
Three of the 110 h.p. Gobron-Brilliés started in the Paris-Madrid race the following month, driven by Rigolly, Duray and Koehlin, but were not placed particularly high when the race was stopped for reasons which are familiar. Then, early in July of 1903, Rigolly took one to Dublin's Phoenix Park event in Ireland, where he was narrowly defeated over the flying kilometre by Baron de Forest and Gabriel, both in Mors cars; but as this kilometre was run on a slight downgrade, the Baron's fastest time (representing about 84 m.p.h.) could not be considered as a world record.

Later that month speed trials were held on a level 10-kilometre strip between Ostend and the French frontier—the Nieuport-Snaaskerke road, which had just been completed and was surfaced with macadam. Since Rigolly was not yet back from Ireland, Arthur Duray competed here and covered the standing-start mile in 58.8sec, and the flying kilo in 26.8sec—nearly 83.5 m.p.h. In November of 1903 Duray entered for a sprint meeting at Dourdan in France, where he covered the same distance in 26.4sec—84.68 m.p.h.

Gradually the magic hundred began to come within closer reach. In America, during January of 1904, Henry Ford covered the mile at a claimed 91.37 m.p.h. in an odd racing car of his own design, and shortly afterwards Vanderbilt topped this with 92.30 m.p.h. driving a 90 Mercedes—both figures timed by an American club not then recognized by the international body controlling record attempts.

Meanwhile one or more of the Gobron-Brilliés had been swelled in engine capacity to over 15 litres, to increase the esti-

Rigolly at Nice, 1904: A dreadnought bonnet now covered more than 15 litres. Clearly the little gilled-tube radiator had only "sprint" capacity. This was the car which first topped the century



Diagrammatic drawings to show arrangement of the main components of the double-piston engine. This was a two-camshaft production unit; the racing engine had a single camshaft

mated power delivery from about 100 to 120 b.h.p. These cars were really developed for the Gordon Bennett race later in the year, but first ran at Nice in March, 1904. Rigolly and Duray both surpassed 150 km.p.h. for the first time in history, Rigolly the faster with 94.79 m.p.h. over the flying kilo on his best run. Duray, incidentally, was then aboard one of the earlier cars with the smaller cylinder capacity.

Still 100 m.p.h. eluded the big Gobrons, and at Ostend in May, 1904, the Baron Pierre de Caters, a well-known Belgian sportsman, rushed his 90 h.p. Mercedes down the Nieuport-Ostend road to pull the time down to 23sec dead—and 97.26 m.p.h. The Baron was challenged at once by Monsieur Gobron, but did not then take up the gauntlet.

It was on 17 July, 1904, during an Automobile Week at Ostend, that Rigolly brought out his monster for the next attempt, to clear the magic century for the first time. He had to meet very close competition from Baras' Darracq, and over the standing-start mile competition both cars just exceeded 100 m.p.h. over the last few metres, Baras covering the total distance in 48.6sec—a new world's record. Over the flying kilo, however, Rigolly had his revenge, being 0.4sec faster than Baras and averaging 103.56 m.p.h. A year or so later, incidentally, the mile distance became standard for the land speed record; but it was not until the early 'twenties that an average of runs in opposite directions became obligatory.

It was 23 years after Rigolly's record that Segrave was first to exceed the double century, and a mere nine years after that when Campbell almost tripled the Gobron-Brillié's speed. During the last land speed record attempt, back in 1947, John Cobb exceeded 400 m.p.h. on land for the first time. Nevertheless looking back 54 years to those days of wooden wheels, high-pressure tyres and somewhat primitive metallurgy, Rigolly's feat seems every bit as gallant and historical as those of his more remembered and renowned successors.

R. B.



Safety harness in the easy position of adjustment which enables the wearer to bend forward to reach a control, or the facia locker. This member of the staff found it easy to slip on and off, and comfortable to wear

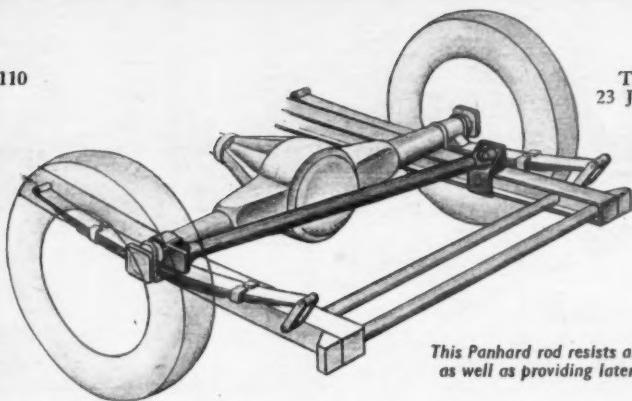
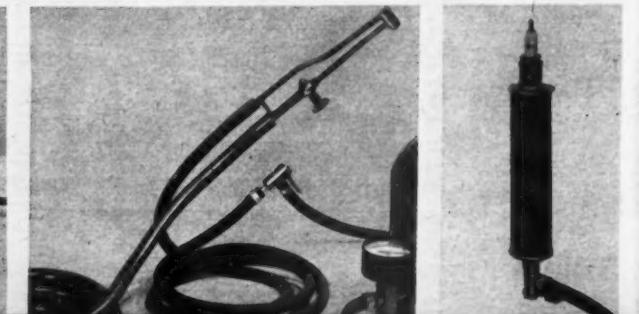
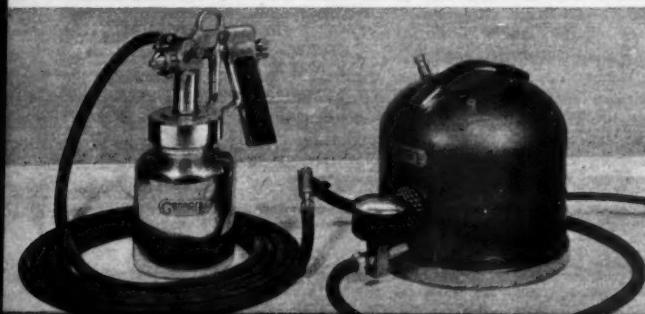
Interior Mirrors

FREEDOM from vibration and ample field of vision are important attributes in interior mirrors; two new versions of Barnacle products are particularly good in these respects. First is the Day-Nite Mirror, which has, back-to-back, one normal silver mirror and another anti-dazzle tinted; it now has a stem and universal base which are deceptively slim. In fact, the construction is of a silver-finish plastic reinforced with steel, and it is very strong and rigid. The mirrors are mounted on a ball joint which holds them firmly in adjustment, yet permits the anti-dazzle mirror to be swivelled into position in a moment at night. With flat, 4½in by 2in mirrors this model costs 14s 3d; with convex mirrors the price is 16s 9d.

A similar stem, base and ball joint are used for the new single-sided model, which has an elegant but frameless mirror;



The new Barnacle Day-Nite mirror (left), and a single-sided mirror. Below: Gennart compressor with paint spray, a brazing torch, and a plug cleaner



This Panhard rod resists axle rotation, as well as providing lateral location

Accessories

with 3½in by 2in glass the price is 7s 6d, with 4½in by 2in glass, 7s 9d. Makers are Barnacle, Ltd., Barnacle Works, Bensham Lane, Croydon, Surrey.

Pressure at Home

THREE is a new range of accessory equipment for the Gennar miniature compressor, a handyman's version of the garage compressor, which costs £22 17s. Items are a spray gun and 12ft airline (£6 15s); bulk liquid sprayer with a 2-gallon shoulder tank (£9 9s 6d); air blast gun (£2 3s); air-gas brazing torch (£2 9s); sparking plug blaster-cleaner (19s); artist's air brush outfit (£10 10s 6d); and an atomizer (£3 18s).

The makers are Gennar Engineering, Ltd., 99, Old Street, London, E.C.1.

Dual Purpose Panhard Rod

APANHARD rod which serves also to resist driving and brake torque reaction on the rear axle is the subject of a patent by Palmer and Co., Lower Quay, Fareham, Hampshire, who have developed this component for fitting to most cars with a live rear axle. The rod, which is tubular and provided with a universal joint at each end, is attached by a bracket to the frame side member

at one side, and to a bracket on the axle tube at the other. The point of attachment of the rod to this bracket is immediately behind the axle, and the rod, which has high torsional rigidity, resists wind-up of the axle on its springs. The universal joints provide the necessary articulation for suspension movements and, of course, the rod locates the axle transversely in the usual way.

Two versions are available; in standard form there are bolt-on brackets, but there is also a competition type with lighter brackets which must be welded in position. It is claimed that this unit improves the cornering and stability on the straight, reduces wheel spin when starting from rest, and eliminates wheel patter on poor surfaces.

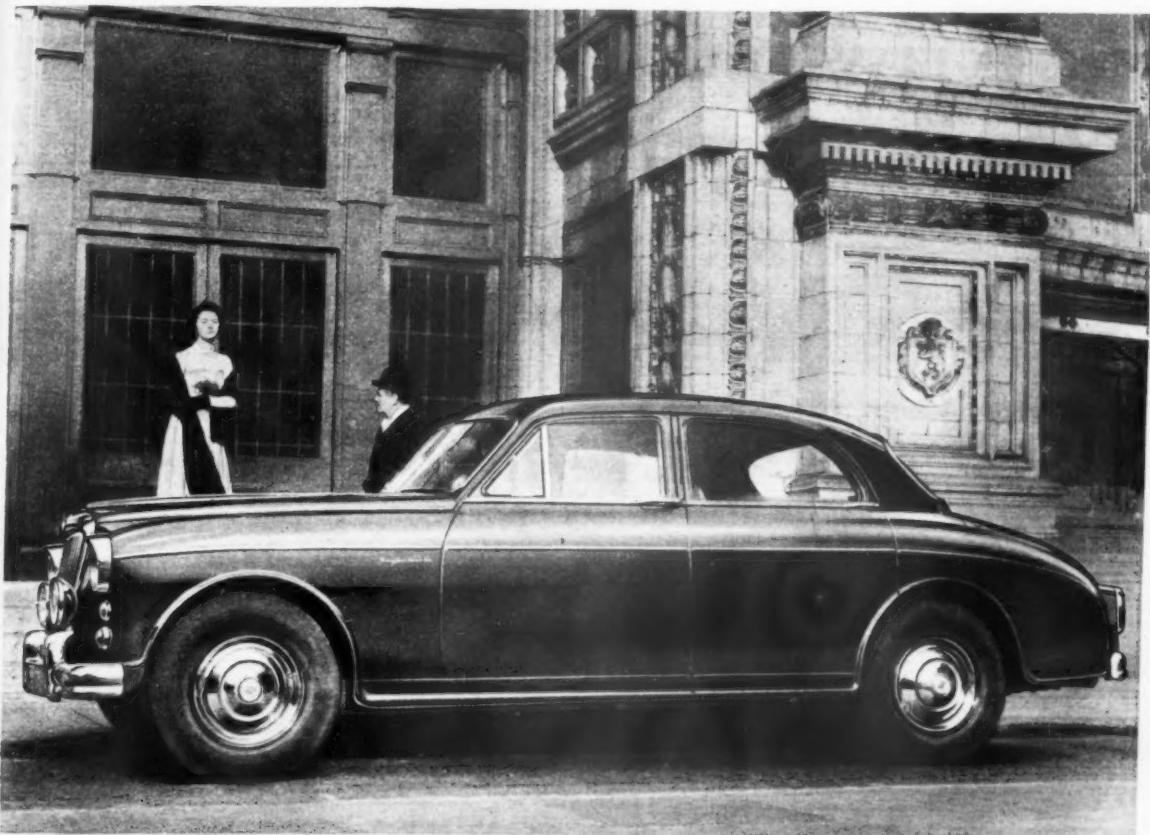
De Luxe Harness

IT is at once apparent that the Richmond safety harness is based on aircraft types. Its nylon webbing is 2in wide, and it has aircraft-style quick-action catches. There is one for the lap strap, and one for the shoulder straps; these are continuous, passing through an anchor ring behind the user. The whole harness goes to three anchorage points, secured with high-tensile bolts, behind and under the seat; it does not interfere with rear compartment passengers. The breaking strain is 7,000lb, with 9g buckles.

As the shoulder straps bear on the shoulders, the harness is convenient for women. The reasonable stiffness of the webbing makes it very easy to slip on and off, and it does not get into a tangle when not in use. Some of the Monte Carlo competitors had it fitted to their cars. At present, production of the harness is limited. There is to be a lap strap, without harness, at £5 10s.

Made by Siebe Gorman and Co., Ltd., the Richmond harness is distributed by a manufacturers' agent, M. J. Richmond, Hillside, Mount View Road, Claygate, Surrey. It costs £12 10s, and has to be tailored to particular car models—it is not "universal."

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Two-Point-Six

with Automatic Transmission

There's no mistaking the air of distinction about the Riley Two-Point-Six, the long, low build and the whisper-quiet 6 cylinder engine. But you respect it most of all when you feel the sparkling acceleration, the wonderful cornering and power-assisted brakes. Like its forerunners, the Riley Two-Point-Six is built by enthusiasts for enthusiasts. And what spacious luxury it offers: real leather upholstery, polished walnut finish, two-tone styling and many other Riley refinements.

£940 plus £471.7s. P.T.

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In today's motoring hazards you owe it to your family, you owe it to others,
you owe it to yourself to be **SAFE ON THE ROAD**.



Special, stainless steel wheel discs, and colour schemes that are not used on the production cars, distinguish the Vanden Plas version of the A.105 saloon

IN response to the demand for an owner-driven family saloon of more compact dimensions than the Princess, yet with a similarly luxurious specification, the Austin Motor Company and their subsidiary coachbuilding firm of Vanden Plas joined forces to produce a new, special version of the Austin A.105—largest of the Austin quantity-produced range. The car was announced in April of last year, but was not presented to the public until the time of the Earls Court Show.

So far as mechanical components and body pressings are concerned, the car is identical with the production A.105 saloon. Without interior trim or upholstery, the cars are delivered to Vanden Plas, at their Kingsbury, London, works. Here, they acquire interior appointments that are up to the high standards of hand-built, quality coachbuilding. Figured walnut replaces the metal pressings of the facia and door trimmings, the design of the facia and instrument layout being basically similar to that of the standard A.105. Hide is used for the upholstery, and good quality pile carpets are fitted; the wool cloth head-lining is particularly well tailored, the material being first applied to Sorbo rubber sheeting, and then fitted in place; there are no seams, therefore, and any tendency for the lining to sag is avoided. Particular attention is paid, throughout the car, to sound insulation, and the level of noise within the passenger compartment is much reduced.

Externally, there are one or two changes. Three choices of colour schemes are offered—black, maroon or grey, with a metallic grey flash in each case; these are not available in the production range of finishes. An extra coat of colour is applied, and the paint finish is first class. Apart from this, the name Vanden Plas appears on the luggage locker lid in conjunction with Austin A.105 Six, and special stainless steel wheel discs are fitted.

This atmosphere of specialist coachbuilding—which gives every appearance of being built-in, rather than applied—is achieved at an extra basic cost of £140 10s, which includes a great deal of individual hand-work. The basic price of the Vanden Plas conversion, which is fitted with Borg-Warner overdrive as standard, is £982 10s, plus £492 12s purchase tax in this country; Borg-Warner automatic transmission, as fitted to the test car, costs £93 15s extra (inclusive of purchase tax).

As might be expected from a car whose main selling

A figured walnut facia replaces the normal pressings of the production cars, and the finish of the hide upholstery, wool cloth roof lining, and pile carpets has received particular attention. With the wheels in the straight-ahead position, the half horn ring is at the bottom

The Autocar

ROAD TEST

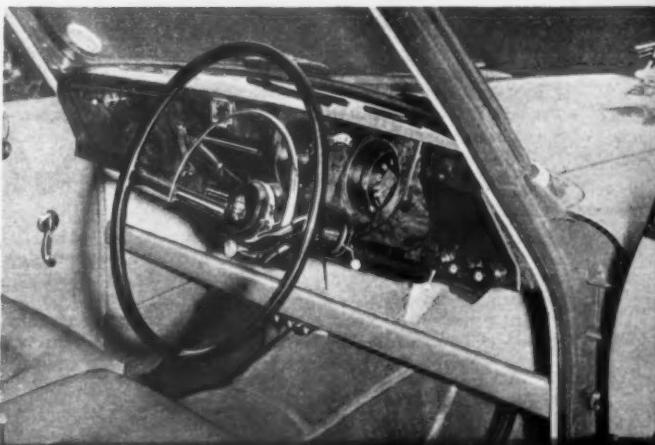
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Austin A.105 Vanden Plas

WITH BORG-WARNER
AUTOMATIC TRANSMISSION

point lies in its interior appointments, the degree of refinement is considerable. Separately adjustable front seats are fitted, each with its own armrest; these are very comfortable and, for a normally built six-footer, ten hours at the wheel produced no stiffness or weariness. The arrangement of the controls leaves one a little unhappy. Though the dials are well grouped behind the steering wheel (and particularly clear, as the unusually large wheel has a single spoke running straight across), the switches and minor controls are rather scattered; a half horn ring makes the reading of instruments easier.

Positioning of the bonnet release knob between the two





On the luggage locker lid the words Vanden Plas accompany the usual Austin A.105 Six

The hide upholstery is "tailored" differently from the seats of the standard A.105 and there is plenty of leg room in the rear compartment. The operating catches of the child-proof locks are just visible at either side of the rear door handle base

Austin A.105 Vanden Plas . . .

that operate the hot and cold air supplies seems to be asking for mistakes (these three controls are centrally grouped below the parcels shelf). On the other hand, as well as being lettered to indicate their purpose, controls placed centrally below the facia also have beneath them small, illuminated discs on which the letters are repeated; these are extremely useful at night. As well as the lockable glove compartment and a full-width parcels shelf, there is a useful map compartment by the front passenger's legs.

It is a little surprising, in a luxury car of this sort, that a cigar lighter should not be included in the specification—nor, indeed, a reversing light and, perhaps, a two-speed windscreen wiper motor.

A traffic-indicator repeater light flashes without the usual accompaniment of "clicking," and the indicators are self-cancelling. Quick-action window-winders are welcome, as are the excellent, child-proof locks fitted to the inside handles of the rear doors. The windscreen pillars, in conjunction with the frames of the small ventilator panels in the front side-windows, produce quite considerable blind spots. This effect is worsened when the areas of the screen unswept by the wipers are covered in mud. In fact, the wiper arcs are quite adequate, but it would help if the blades could be made to reach right out to the screen pillars. The sun visors are too small to give effective protection from the sun's rays.

Legroom in the rear compartment is good—particularly when the car's compact dimensions are considered. The rear seat, which provides great comfort, is long enough to carry an occasional third person, and has a wide, central, folding armrest; ashtrays are provided in the backs of the front seats. Interior lights are fitted to both door pillars, and are operated by built-in switches; they act also as "courtesy" lights when the doors are opened. The heater controls are positive, and easy to operate; in conjunction with its booster fan, the heater will quickly warm the occupants of the front seats. The rear seat passengers, however, are not so well cared for, and there were, in the car tested, one or two draughts—notable among them being a substantial one from underneath the facia, adjacent to the steering column. In a car of this type one might expect some provision for direct warming of the rear compartment.

The twin-carburettor version of the six-cylinder, 2,639 c.c. engine develops ten more b.h.p. than the single-carburettor engine in the A.95.

First class, lively transport for long runs is assured, and the car delivers its passengers with very little indication of the length of the journey. It covers the ground in an effortless, "long-legged" fashion and, without much effort by the driver, can put up some impressively good averages.

Once clear of town traffic, and running at its cruising speed—80 m.p.h. or more—the Austin's progress is quiet

and silky; the engine noise is negligible, and one can converse in normal tones. Its acceleration from hold-ups is excellent; within only 17.8sec from a standing start the car is doing an easy 60 m.p.h., and normal main road gradients affect its progress hardly at all. The behaviour of the car—apart from a slight roughness when pulling away from low speeds—is every bit in keeping with the quality of its interior.

At low speeds the steering is on the heavy side, and there is strong self-centring. When the car is moving quickly on the open road, the steering becomes light and "live," giving a clear indication to the driver of changes in road surface—particularly of ice. At around 70 m.p.h. there was a slight tremor transmitted to the steering wheel—owed, probably, to the need for balancing the front wheels. The steering lock is reasonable, and it is possible to turn round in the wider city streets without reversing. There is little roll on corners, though when faced with a series of fast left-right-left bends the car becomes a little unstable during the transition from one lock to the other. Tyre noise, even when the car is driven fast round corners, is not obtrusive, scrub—rather than squeal—being heard. An anti-roll bar is fitted at the rear.

Though a little on the firm side the ride is comfortable;

There is ample space for luggage in the large boot, which is carpeted and has no protruding angles to damage suitcases. Tools are carried on a shelf above the fuel tank, and the spare wheel on a tray beneath the locker; this tray is lowered by turning a large bolt head that lies beneath the foremost right-hand corner of the carpet.



White wall tyres are standard. The large wrap-round rear window gives a good view of the road astern, and the fuel filler is reached through a lid (locked by the ignition key) which incorporates the filler cap. The entry is large enough to take full flow of an electric pump



whereas the suspension absorbs the larger road irregularities and undulations without permitting any pitching, it transmits the smaller ones to the occupants, particularly when speeds are low. In this connection, there is a tendency for the rear wheels to patter outwards on certain types of rough surfaces. Despite this—and the fact that a fairly large proportion of the car's weight is carried by the front wheels—there are no handling peculiarities to prevent the good performance being used. The brakes, though requiring rather higher-than-usual pedal pressures—as the performance figures indicate—never gave rise to any doubt, and did not deteriorate during the test period; nor did the pedal travel increase any more than might be expected in 1,000-odd miles of relatively arduous use.

In this connection, the handbrake proved to be exceptionally good in every respect. It is well placed, shaped to fit the hand, light in operation, and can not only hold the car but stop it—backwards as well as forwards—on any gradient where there is a reasonable surface.

Though the Austin is not a small car, it gives the impression of having its elbows "well tucked-in"; both front wings are clearly visible from the driving seat—in fact, with the combination of the central, transverse chromium decoration above the air intake, and the high wings and visible side lamps, one almost gets the impression of driving something with the vintage configuration of separate wings and radiator. One soon grows to judge the width of the car in traffic, and to place it within an inch or so of the kerb.

Even in freezing conditions, after a night in the open, the engine fires and runs at the first pull of the starter; very little use of the choke is required, and the engine reaches its running temperature quicker than most. Yet, after prolonged fast driving—even when using the maximum acceleration repeatedly—the temperature rose very little above normal. Bearing in mind that there are two carburettors, and that the overall figure of 20.3 m.p.g. included the arduous period when performance figures were recorded, the fuel consumption is reasonable. If one resists the temptation to hurry, 23 or more m.p.g. should easily be achieved on a long run.

The Borg-Warner automatic transmission was particularly smooth on the test car. Acceleration times, up to the moment at which the final change into the high ratio takes place (about 55 m.p.h.) are slightly longer than for the manual transmission. After that the figures are comparable with those of a standard A.105; an appreciable improvement was shown by this car over the automatic A.105 tested by *The Autocar* on 17 July, 1957. The automatic transmission adds 1cwt to the weight of the car.

In the Drive range ("D" on the selector quadrant), when the engine is working at full throttle, upward changes take place automatically into Intermediate at 32 m.p.h., and High at a little over 55 m.p.h. These changes are so smooth as to be almost imperceptible to rear seat passengers unless they are watching for them. In the Drive position, engine braking is never greater than that available in High—for the reason that the transmission automatically changes into this ratio as soon as the accelerator is raised. Because of this, the transmission can be a little troublesome in mountainous districts—especially on ice. One is climbing, say, a one-in-seven gradient, pulling hard in the Intermediate ratio, when

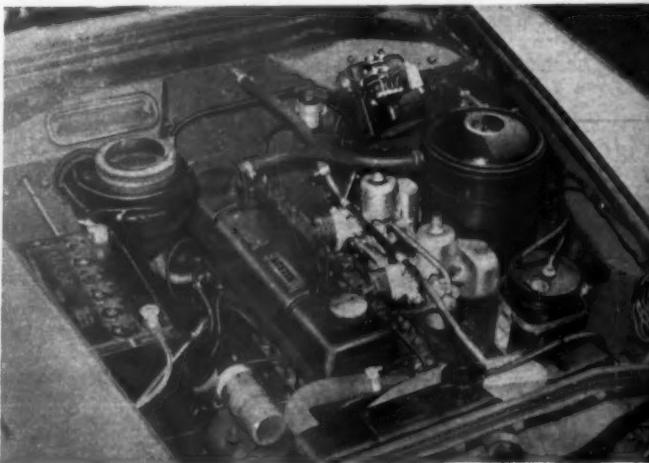
one is confronted with a corner for which braking is required. Up comes the accelerator pedal, whereupon there is a surge as the transmission changes into High, possibly causing wheelspin. There is then a second surge, as, on acceleration, the transmission changes down into Intermediate again, when leaving the corner.

In the Low position, however, the transmission can be held in the lowest of the three ratios, and engine braking is available up to a maximum of 48 m.p.h., at which speed valve-bounce occurs. There are no mechanical safeguards to prevent over-revving in this ratio, though a pull-out catch in the selector lever prevents the driver from engaging Low inadvertently, and a locking device in the gear box itself prevents the selection of reverse at forward speeds of over 5 m.p.h.

An excellent point about the car is its large-capacity boot—and, better still, the 16-gallon petrol tank, which gives the Austin a range of well over 300 miles. A useful tool shelf is provided above the fuel tank, keeping such bulky objects as the jack clear of luggage. Though provision is made for a starting handle—and there are clips for it on the tool shelf—none was included with the test car.

The head lamps are well up to the car's performance, and it was found that a cruising speed of 80 m.p.h. could be maintained comfortably after dark. Two Lucas SLR576 driving lights—provided as standard equipment—proved

Engine auxiliaries are accessible, with the exception of the dipstick. Twin S.U. carburettors distinguish the A.105 engine from the single carburettor version in the A.95



Austin A.105 Vanden Plas . . .

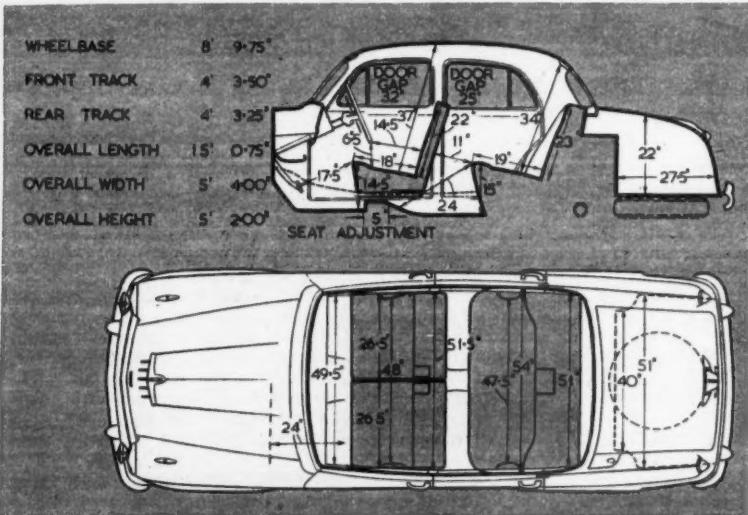
excellent in fog, being fitted with block-pattern lenses, and directed outwards towards the edges of the road. The panel lights, not equipped with a rheostat, proved a little too bright at night, though they threw no reflections on the windscreens.

Other useful equipment provided as standard includes an electric clock, screen washer, and dual Windtone horns, mounted behind the radiator grille. Engine auxiliaries are reasonably accessible, though the dipstick is much too short.

Provision is made for radio but this is not included in the specification.

Since the basic model was first introduced for the London Show of 1956, it has proved itself to be a sturdy and enjoyable car, capable of high average speeds and of carrying its crew—and a great deal of luggage—long distances without fatigue. With automatic transmission, the driver is even further spared, and surprisingly little of the fun of driving the car is lost. Now, with the interior refinements added by Vanden Plas, it provides that extra touch of luxury that lifts it out of the everyday run of production cars—and inspires pride of ownership.

AUSTIN A.105 VANDEN PLAS



Scale 1in to 1ft. Driving seat in central position. Cushions uncompressed.

PERFORMANCE

ACCELERATION:

Gear Ratios: Top (direct) 3.9 to 1; Intermediate 12.05 to 5.62; Low 19.34 to 9.01; Reverse 16.85 to 7.84

Speed Range:

M.P.H.	High	Intermediate	Low
10-30	—	5.8	4.5
20-40	—	6.7	5.2
30-50	11.0	7.6	—
40-60	12.0	—	—
50-70	14.3	—	—
60-80	17.4	—	—
70-90	20.9	—	—

From rest through gears to:

M.P.H.	sec.
30	5.9
40	9.0
50	12.7
60	17.8
70	25.5
80	35.2
90	46.4

Standing quarter mile, 21.2 sec.

MAXIMUM SPEEDS ON GEARS:

Gear	M.P.H. (mean)	K.P.H. (best)
Top ..	93.8	150.9
Intermediate ..	97.0	156.1
Low ..	55.0	88.5
(at change)	32.0	51.5
(at change)	48	77.3
(hold)		

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	10	20	30	40	50	60	70	80	90	95
True speed:	11	20.5	28	39	48	58	68	78	88	93

TRACTION EFFORT:

Top ..	Pull (lb per ton)	Equivalent gradient
Intermediate ..	218	1 in 10.2
	310	1 in 7.1

BRAKES (at 30 m.p.h. in neutral):

Pedal load in lb	Retardation 0.20g	Equivalent stopping distance in ft
25	0.20g	151
50	0.36g	84
75	0.51g	59
100	0.74g	41
110	0.82g	37

FUEL CONSUMPTION:

M.P.G. at steady speeds	Direct	Top
M.P.H.	30.3	30.1

Overall fuel consumption for 1140 miles, 20.3 m.p.g. (13.9 litres per 100 km).

Approximate normal range 18-25 m.p.g. (15.7-11.3 litres per 100 km).

Fuel: Premium grade.

TEST CONDITIONS: Weather: Gusty

damp in patches.

Air temperature, 43-47 deg. F.

Acceleration figures are the mean of several runs in opposite directions.

Traction effort obtained by Tapley meter.

DATA

PRICE (basic), with Vanden Plas saloon body, £982 10s.

British purchase tax, £492 12s.

Total (in Great Britain), £1,475 2s.

Extras: Radio £26 5s, plus £13 2s 6d purchase tax.

Borg Warner automatic transmission, £62 10s, plus £31 5s purchase tax.

ENGINE: Capacity, 2,639 c.c. (161 cu in).

Number of cylinders, 6.

Bore and stroke, 79.4 x 89 mm (3.125 x 3.5in).

Valve gear, o.h.v., pushrods and rockers.

Compression ratio, 8.25 to 1.

B.H.P. 102 at 4,600 r.p.m. (B.H.P. per ton laden 66.3).

Torque, 142 lb ft at 2,400 r.p.m.

M.P.H. per 1,000 r.p.m. in top gear, 20.8.

WEIGHT: (with 5 gals fuel), 27.75 cwt (3,108 lb).

Weight distribution (per cent): F, 58.5; R, 41.5.

Laden as tested, 30.75 cwt (3,444 lb).

Lb per c.c. (laden), 1.32.

BRAKES: Type, Girling hydraulic. F, two leading shoe; R, leading and trailing.

Drum dimensions: F and R, 11in diameter; 2.25in wide.

Lining area: F, 84 sq in; R, 84 sq in. (109.3 sq in per ton laden).

TYRES: 6.40 x 15in Dunlop Gold Seal.

Pressures (lb sq in): F, 25; R, 25 (normal).

TANK CAPACITY: 16 Imperial gallons.

Oil sump, 12.25 pints.

Cooling system, 25 pints (plus 1.25 pints if heater fitted).

STEERING: Turning circle.

Between kerbs, 39ft 10in (L), 39ft 1in (R).

Between walls, 41ft 6in (L), 40ft 8in (R).

Turns of steering wheel from lock to lock, 3.25.

DIMENSIONS: Wheelbase, 8ft 9.75in.

Track, F, 4ft 3.5in; R, 4ft 3.25in.

Length (overall), 15ft 0.75in.

Width, 5ft 4in.

Height, 5ft 2in.

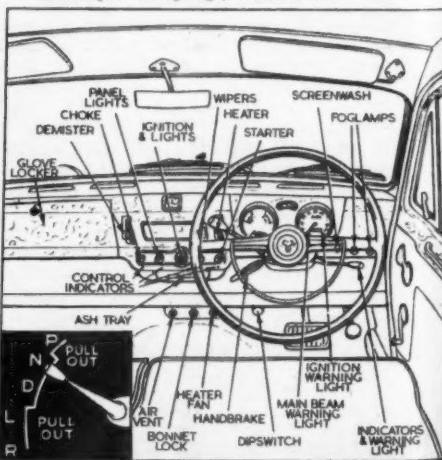
Ground clearance, 7in.

Frontal area, 27 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 51 ampere-hour battery.

Head lamps: Double dip; 42-36 watt bulbs.

SUSPENSION: Front, independent, coil springs and wishbones. Rear, live axle and half-elliptic leaf springs; stabiliser bar.



Disconnected Jottings

BY THE SCRIBE
Barry Appleby Drawings

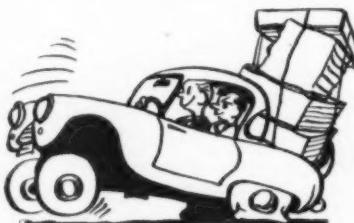
Avoid Ballast

IN an American economy competition, held by the M.G. Car Club in their own Lake District, with Chicago as the equivalent of Windermere, "ton/miles per gallon," I learn, was the formula used. This means co-relation of a vehicle's petrol consumption with its load, which is fair enough. The sports two-seaters carried extra passengers, children, blocks of cement, and even bags of garbage; the saloons must have been able to carry more.

In a newspaper cutting which arrived by the same post, however, an oil company's spokesman thinks all fuel consumption figures should be given as ton/miles a gallon, because the modern 3,800 lb car compares unfavourably with the 1,700 lb Model T Ford. It would make heavy cars seem so economical!

To me this seems silly in non-competitive motoring; what the prospective owner wants to know about a model is —how much gas does it use? If surplus styling and weighty junk added to a car gave it a better published fuel consumption using such a formula, heaven help design.

By the way, the model T Ford was not particularly economical. The American Ford company ran one at 40 m.p.h. against a modern Custom 300 six-cylinder sedan. Result: antique, 13 m.p.g., modern 24 m.p.g. However, this is probably unrealistic. The modern model, at 40 m.p.h., was "economy driving," and the old lady at the same speed was near her maximum, thrashing along with tremendous air resistance from her windscreen, which is big as the window of a department store, and colossal drag from the lofty stern.



Ballast and economy

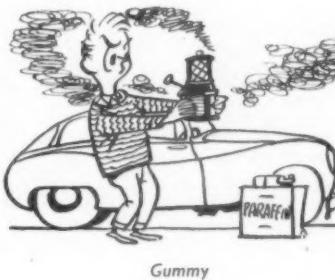
Time and Motion

ALADY reports in the *Dallas Times Herald* that when halted at a red traffic light, she saw another motorist jump out of his car, stretch his arms up high, touch his toes, then hop back into the car.

People often leap out to pay some hasty attention, such as wiping lamp lenses or examining a suspect tyre. But to my mind, the drivers who make the

finest use of halts at red lights are those who extend an arm upward from the window and play Chopin preludes with one hand along the roof. It is a surprisingly common mannerism, and some enjoy it so much that they continue playing when the lights change and they move off.

Recently my electric fuel pump had spasms of sticking. During these attacks, I used to leap out at the red traffic lights, bearing a spanner. I would tear open the bonnet, tap the pump smartly, slam the bonnet shut, and leap back into the driving seat. I noticed many raised eyebrows. Others seemed to think it was not routine maintenance, but some form of naughty temper or, perhaps, dislike of my car which I worked off in this manner. For a mile or so, other drivers tended to give me a wide berth.



Clean-up

A SMALL point of maintenance bothered me early in the cold snap. I had put the paraffin under-car lamp into commission, not because the car needs it, but because it is a luxury for the self-starter to have dry ignition and a warm battery, and also a luxury for the bodywork to have a garage with the chill off. The lamp was very gummy around the wick, and I could clean there mechanically, but the safety gauze was different. It would have been damaged by burning it clean. Clean paraffin and a brush had some cleaning effect, but in the end, I was quite successful with that engine-cleaner called Gunk.

I wish these useful lamps were given asbestos and not cotton wicks, which want trimming too frequently.

Main Road Limits

IT is sad news that the West German government is considering a 60 m.p.h. speed limit on the great motor roads. Among troubles which have led to accidents are monotony, officially accepted as a reason; and, in the observation of tourists from other countries, the rather ruthless and unimaginative attitude of drivers of heavy vehicles.

Some time ago I wrote that up to 60 m.p.h. was the normal sprint speed (cross-country) of the higher animals, that man was one of them, and that if he was fit and reasonably adapted, such speeds were normal progress. We are supposed to be the animal which is best at evolution, and it will be a pity if we cannot evolve onwards, and take advantage of our invention of rapid and uninterrupted travel, at speeds higher than the proposed German 60 or the existing State limits of 55 m.p.h. in the U.S.A.

However, driving a car is not usually approached with the enormous seriousness applied to sports such as ski-ing, mountain climbing, cricket and sailing, which have to be done very well or not at all. Everything in a car in these days is required to be easier, more automatic. I suppose that in Veteran days, at the turn of the century, only the brave, devoted and skilled could drive at all; and if they had suddenly been issued with 100 m.p.h. cars, they would have taken the new chariots very seriously.

Appearances

IN February, Martins Bank open the first drive-in bank in the British Isles, at Leicester. There will be a cashier behind an armour-plate glass window; you will ring a bell, and he will send out by mechanical means a drawer to receive or deliver cash.

Whatever his car, the owner persuades himself that it is just right, socially—whatever the views of his family. When the thing actually enters the bank, however, it may prove to be a give-away. Some cars do not carry with them an implication of ample



Plea of ample resources

resources which would justify an overdraft in a small current account one happens to have, as a whim, in a local bank. Other cars do not lend silent support to a plea of poverty and hard times.

The French, I believe, are assessed for income tax on their size of car, as well as their establishment, the possession of a race-horse or anything else a wealthy Frenchman may be expected to keep.

News and Views

Motorway Limit Opposed

PROPOSAL to apply a 50 m.p.h. speed limit on the new London-South Wales motorway at Chiswick, along a 1½-mile elevated stretch on the London approaches, is opposed by the standing joint committee of the R.A.C., A.A. and S.C.A.C. The committee decided that it could not accept the principle of differential speed limits, and that any restrictions of such a nature were particularly undesirable on Britain's new motorways.

Parking in Glasgow

GLASGOW CORPORATION MARKETS COMMITTEE has decided to go ahead with a scheme for the construction of a 700-car park on top of the meat market area, between Duke Street and Gallowgate. A similar car park has been provided above Coventry's recently opened market (below). There are plans to transfer other Glasgow markets, while the ban on parking in the city centre has also encouraged an early start.

Overtime Plans

VAUXHALL factories are planning overtime requirements for 1959, in the light of a buoyant home market and expanding demands in overseas markets. In a statement to all employees, the deputy chairman, Mr. J. R. Pearson, said indications were that demand would be greater in spring than in the autumn, so that more vehicles must be produced in the early part of the year. If no overtime was worked in the next few months it would be impossible to avoid large fluctuations in the work force.

More Examiners—and Tests

THE Ministry of Transport and Civil Aviation is seeking to recruit 200 new driving test examiners, bringing the total to around 1,050, in readiness for the expected rush of new candidates for tests during the coming summer, and to reduce the present lengthy waiting list.

During 1958 there were 1,345,832 applications for driving tests, an increase of nearly 40 per cent on the total for 1955 (figures for 1956 and 1957 were affected by the Suez crisis, during which tests were suspended). In the last six months of the year, applications increased by 51 per cent over those for the comparable period of 1955, and there are at present about 250,000 people waiting for tests.

MODEL of part of the centre of Coventry shows how the motorists' parking needs are being kept in mind. Circular structure is the new retail market, already in existence, with car park on its roof. Beyond it is a rectangular, two-tier park to accommodate 220 cars; work on this will start soon

Next Week

- ★ Monte Carlo Rally: Full illustrated report and results.
- ★ Road Test of the latest Renault Dauphine.
- ★ Cornering and drift.
- ★ Safety in brake systems.
- ★ New accessories reviewed.
- 6 February: Holiday Planning

English Oil

IT will be a surprise to many motorists to learn that 80,000 tons of crude oil were produced last year from BP oilfields in the United Kingdom alone. These are located at Eakring and Egmonton (Notts), Plungar (Leics) and Formby (Lancs). Oil has recently been discovered by the company at a point 1½ miles east of Gainsborough, in Lincolnshire, at a depth of 4,600 ft; 2½ miles to the east is Corringham, where a strike was made in July.

Rambler American Prices

IT has been decided by the importers of the Rambler American, Nash Concessionaires, Ltd., of Albany Street, London, N.W.1, that only the super luxury models will be sold in this country, whereas the car of which a Road Test was published in *The Autocar* of 16 January, was the less fully equipped De Luxe model. The Super saloon, in

which a heating and ventilation plant is included as standard, is priced at £1,110 basic; £556 7s U.K. purchase tax brings this to a total of £1,666 7s. The Super Station Wagon is priced at £1,206 basic, and £1,810 7s including tax. A very wide range of extras includes transmission options, two-tone paint schemes and heavy-duty suspension units.

Sales of Ramblers in America during 1958 totalled 199,236—double those of the previous year, it is reported from Detroit.

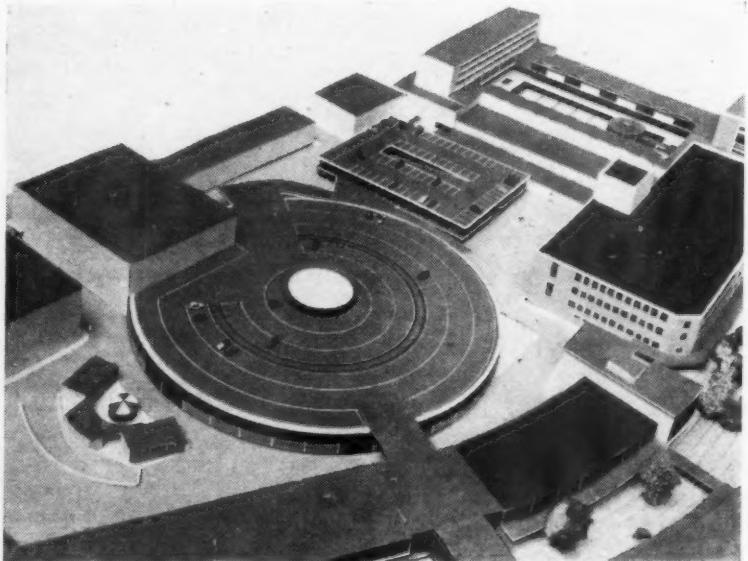
New York Show

NEW YORK'S International motor show will be staged from April 4 to 12 this year, and space has been booked for some 300 cars, the products of eight countries. The first New York show took place three years ago; it was about one-third the size of that now planned.

Fewer Accidents, but . . .

A "MOST encouraging" reduction in road accident casualties in Sheffield in 1958 is reported by the Chief Constable. In spite of the 6.14 per cent increase in traffic, injuries decreased from 2,829 (46 fatalities) in 1957 to 2,703 (38 fatalities). This is in contrast with national figures which, up to the end of October, showed an increase of 9.3 per cent.

Pedestrians, says the Chief Constable, were deemed primarily responsible for 37.6 per cent of accidents causing injury; drivers for 35.3 per cent. He comments "These figures clearly show that more care must be taken by pedestrians. It is too common a fallacy that only drivers should be alert."



Learning While Young

DETAILS of a North Midlands experiment in teaching young people to drive while still at school will be included in a programme "Motoring and the Motorist" this evening on the B.B.C.'s Network Three.

Russian Technology

A NEW monthly publication, to provide British scientists and engineers with details of current Russian research available in English translations, is published for the Department of Scientific and Industrial Research Lending Library Unit by H.M. Stationery Office entitled "The L.L.U. Translations Bulletin," price 4s.

Synchromesh for NSU Prince

FROM next month, the NSU Prince is to be available with full synchromesh gearing as an alternative, without price change, to the current dog type of engagement, which is of interest primarily to sporting drivers. The constant load type synchromesh is secured through engaging cones and dogs.

Export Achievement

DURING 1958 the Standard Motor Company's exports were 45 per cent greater than in the year before—vehicles worth more than £18 million were exported to 112 different countries. Particularly noteworthy were exports to the United States—99 per cent more than in 1957, making a total of 20,330 cars worth more than \$24 million, accounting for 15 per cent of total U.K. shipments to that market.

Cheaper Slumberwagen

REDUCTIONS in the price of the Slumberwagen self-propelled caravan version of the Volkswagen Microbus are announced by European Cars, Ltd., 129, Old Brompton Road, South Kensington, London, S.W.7. The de luxe Mark II, which was described in *The Autocar* on 12 December last, now costs £937 10s, as against £965 formerly, and there is now a Mark I model, with less elaborate equipment, at £895.

Bring Back Cat's Eyes

QUICK reinstatement of cat's eyes on main roads as an aid to safer driving was urged in a resolution passed unanimously at a meeting of the Yorkshire and District Federation of the United Commercial Travellers' Association at Dewsbury this week.

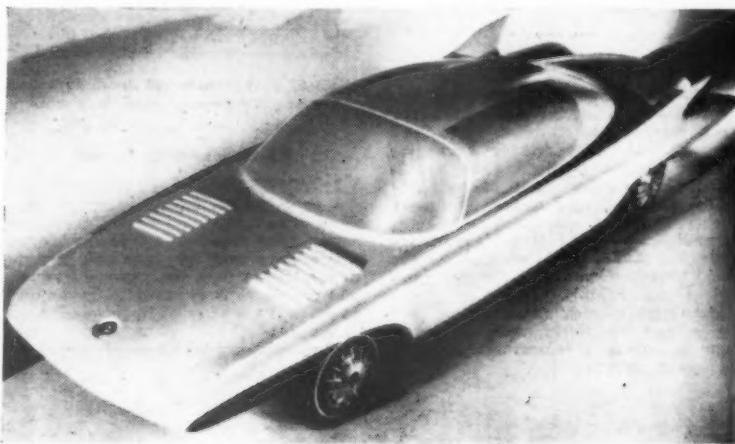
Mr. B. G. Swannell, of Horsforth and Aireborough Association, said commercial travellers had been dismayed to find that on many roads this aid to driving had been removed. Travellers accustomed to certain routes found there were no longer the cat's eyes to guide them in foggy weather, and he was afraid that there would be many more accidents unless there was a quicker reinstatement.

Trim Shop Fire

THANKS to the ready help of friends throughout the industry, the effects of a serious fire in the trim shop of the Pressed Steel factory at Cowley are likely to be minimized, say the company. Some two-thirds of the shop, in which 800



REALIZATION (above) in Cadillac's new Eldorado brougham, now in limited production. There are no optional extras, the view being, apparently, that already it has everything. ANTICIPATION (below) according to DeSoto—a scale model of a "dream" car which they are showing in Chicago under the title Cella I. The idea is to drive each wheel by high-speed electric motor, energized from a fuel cell to which oxygen and hydrogen fuels would be fed



workspeople are employed, were damaged. Production schedules for Rootes Group cars and for the Standard Vanguard are expected to be upset for a week or two.

Car "Electrics"

A RESUME of the nature and functions of major electrical equipment installed in British private cars, by A. N. Partridge, of Joseph Lucas, Ltd., is to be found in the 16 January edition of an associated journal, *Electrical Review*, price 1s 6d.

£100 for a Clue

A REWARD of £100 is offered to any reader who may prove instrumental in enabling Simms Motor and Electronics Corporation, Ltd., East Finchley, London, N.2, to obtain a Simms-Welbeck car, or even a bare chassis. The firm is anxious to create a museum of the work of its founder, the late F. R. Simms, who in 1901 began manufacture of commercial vehicles and also a limited number of cars. All efforts to trace a car have failed, and now the company has offered the reward in the hope of finding a survivor.

Imports Up, Exports Down

AMERICA'S Department of Commerce has given its final car export and import figures for the first nine months of 1958. From these it is seen that not only are European cars being imported in greater numbers and to greater value each

year, but U.S. exports of cars are dropping steadily and have been doing so since 1954. American exports for the period last year were 906,300 units, to the value of 89,700,000 dollars. Imports for the same period were 306,100 cars, worth 341,700,000 dollars.

As already announced, British cars headed the import list last year. It was predicted last week at the Chicago motor show that sales of imported cars in the United States would reach the half-million mark this year, as compared with around 380,000 in 1958.

Rallies and Holidays

THE Monte Carlo Rally, the opening stages of which are reported on page 120, captures the imagination of many, motorists and non-motorists alike, who take little interest in other motor sports. An excellent treatise on the subject of sport on four wheels, "Rallies and Trials," by S. C. H. Davis, former racing and rally driver and sports editor of *The Autocar*, makes plain much that may be confusing in such events, and describes, racy and vigorously, his own adventures. It is available, 15s net, from the publishers, Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

Those who already are planning an economical holiday at home or abroad may find much useful guidance in another Iliffe publication, "Caravanning and Camping"—an eminently practical survey by *The Autocar's* expert on the subject. It costs 8s 6d net.

News and Views . . .

DAF Soon

IN a progress announcement at Eindhoven last week, it was stated that the first DAF 600 will leave the assembly line early in February. The price of the standard car in Holland is 4,250 guilders (£400).

Vehicle Ownership

IN reply to a Parliamentary question concerning the number of people per vehicle in Britain, Mr. Watkinson replied that there were eleven persons per vehicle licensed in 1951, and between six and seven today. If present trends continued, there would be about five per vehicle in 1961.

Abstainers' Assurance

A SWEDISH company last week introduced to Britain motor insurance which is restricted to those who don't drink alcohol. The Ansvar Insurance Company was formed in 1932 and is now Sweden's third largest insurer. The British branch is the Ansvar Insurance Agency, Ltd., 2, White Lion Court, Cornhill, London, E.C.3; its directors include Mr. A. G. B. Owen, head of the Owen Organization and, of course, sponsor of the B.R.M. Intending policy holders must provide evidence that they are in fact abstainers, such as letters from secretaries of temperance societies, clergymen, and so on.



GERMAN JOKER made this modification to a snow-capped parking meter in Munich

More Parking Space

HERTFORDSHIRE is to specify car park space standards higher than those of any other county in Britain, and approaching those applied in the United States; the county has more cars per unit of population than the national average, and the figure is expected to be doubled in the next ten years. The proposed standards are:

One parking space for every four factory workers.

Waiting for New Cars

JANUARY is not usually an active period for sales of new or used cars, and there are reasons both for and against buying or exchanging cars in the winter months. Dealers and agents among readers of *The Autocar* have pointed out, however, that conditions are exceptional this year, and that practically all popular models have waiting lists of from six weeks to three months.

Therefore, motorists who are standing by until the customary buoyant period in the car market of March to May, would do well to order new cars now if they are to be sure of delivery in time for Easter or late spring. This is particularly true if extra fittings and a free choice of colours are required.

Golfing Society

THE Motor Trades Golfing Society has introduced associate membership, and an associate committee is to be announced. John Haslett, of Elgin House, St. George's Avenue, Weybridge, Surrey, is to be associate honorary secretary, and J. W. Hopkins assistant secretary and honorary treasurer. Associate members will be welcome at the annual general meeting of the society on 5 February at 2.30 p.m. at Dorset House, Stamford Street, London, S.E.1.

A New Point of Hire Purchase Law

An important point with regard to hire purchase law was determined by the Court of Appeal in the recent case of *Kelly v Lombard Banking, Ltd.* It is important to observe at the outset however, that in the agreement in this case the total purchase price exceeded £300, and the agreement was not subject to the statutory control imposed by the Hire Purchase Acts, 1938 and 1954. Had it been subject to such control, entirely different considerations might have applied.

The point in issue in this case—and it is an entirely new one—was whether a hirer was entitled to the return of the initial payment made when entering into a h.p. agreement, where the opportunity of exercising the option to purchase the car had been denied him, as the result of the premature determination of the agreement and the retaking of the goods by the finance company.

In this case the h.p. agreement provided for an initial payment of £186 odd, 21 monthly payments of £16, and final payment of £1 on the exercise of the option to purchase. The total sum payable by the hirer was £534 odd. After the hirer had paid £419 odd, the h.p. company retook possession of the car—as they were entitled to do—on the ground that a judgment creditor had levied execution against the goods of the hirer.

It is interesting to note that the agreement stated that the sum of £186 odd, the initial payment, was in consideration of the option. The option, of course, would

not be exercised until after all the payments had been made, and unless all the terms and conditions of the agreement had been observed. The agreement, however, further stated that credit for the initial payment of £186 odd was to be given to the hirer *only* in the event of the option to purchase being exercised.

The hirer claimed the return of this initial payment, on the ground that it had been made in consideration of the option which, however, he had never been able to exercise. The payment, it was said, was a payment in advance for the option to purchase, and was akin to a payment in advance for the purchase of property. If the property was not conveyed, the prospective purchaser would receive his money back, and in the same way, it was argued, the hirer under a h.p. agreement should receive his initial payment for the option if the option was not exercised and the car never became his property.

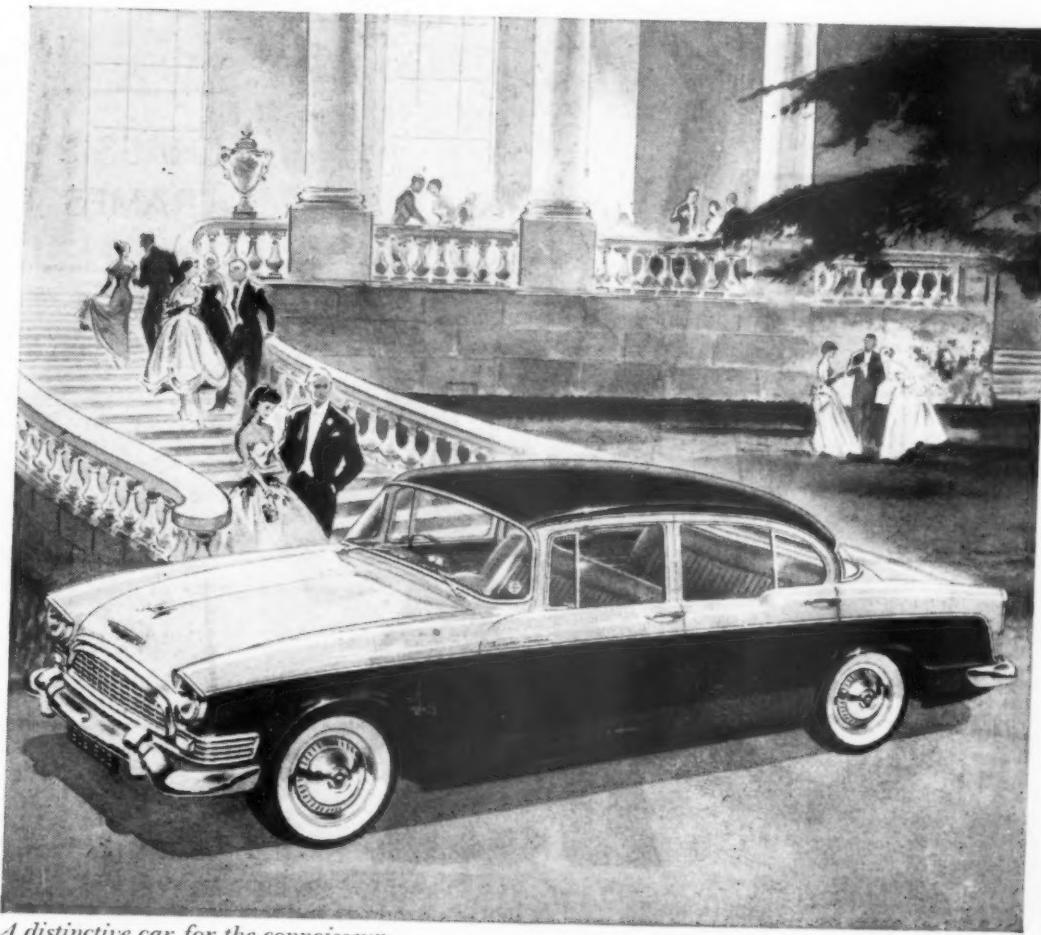
The Court of Appeal, however, held that the rights constituted by the option came into existence immediately upon the making of the agreement and not at some later date, when the option was exercised. The initial payment was made, therefore, for an existing right, i.e., the option, and it could not be recovered, except, of course, indirectly upon the exercise of the option.

This harsh consequence, however, will not result, it would appear, where the total purchase price or the hire purchase price of the car is within the £300 limit. In such a case the protection of the

Hire Purchase Act 1938 would be invoked. If one-third of such price had already been paid, the owner could not enforce any right to retake possession of the goods except by leave of the Court. In such proceedings the Court could order in effect that the goods should become the property of the hirer upon payment of the unpaid balance, at such times and in such amounts as the Court might direct, and subject to the fulfilment of such other conditions by the hirer as the Court might think proper.

Had the agreement in the above case been within the statutory control of the Hire Purchase Act the hirer may well have been saved from losing both the car and his money, if he could have obtained the necessary order from the Court. Such a hardship, moreover, would not be suffered where the title to the vehicle itself was defective. Thus if the car had been stolen at some time previously before it came quite innocently into the ownership of the dealer, who resold it to a customer through the medium of a finance company, the customer would be compelled in law to redeliver the car to the true owner. In such a case he would have a claim for compensation and indemnity against the finance company, who would be technically the owner, and the latter could then seek to be indemnified by the dealer. He again could pass the buck, as it were, all along up the line to the first person who was in the unfortunate position of having purchased the car in all good faith and innocence from the thief.

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The New
HUMBER
Super Snipe

The aristocrat of cars . . . A beautiful car of undoubted quality, luxury, and exceptional comfort, with wide doors giving easy access to a spacious interior. A car whose very silence whispers its supremacy . . . with a matchless performance that only the flexible new six-cylinder engine can give. A brilliant example of traditional Humber Craftsmanship.

Price £995 plus p.t. £498.17.0. Optional extras include fully automatic transmission or overdrive, power-assisted steering, individual seats and white-wall tyres.

See also the Humber Hawk, now with a greatly enriched interior. Price £840 plus p.t.



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Used Cars on the Road-136

1951 FORD V8 PILOT

Basic price new	£622	10	0
Total price new	£796	3	4
Price secondhand	£175	0	0

Acceleration from rest through gears:

to 30 m.p.h.	7.5 sec	20 to 40 m.p.h. (top gear)	11.5 sec
to 50 m.p.h.	15.8 sec	30 to 50 m.p.h. (top gear)	12.5 sec
to 60 m.p.h.	23.2 sec	Standing quarter mile	23.1 sec

Petrol consumption	15-18 m.p.g.
Oil consumption	800 m.p.g.
Mileometer reading	55,958
Date first registered	January 1951

Provided for test by Connaught Engineering, Portsmouth, Road Send, Surrey.

THREE is still a considerable demand on the used car market for examples of the old Ford V8 Pilot, which went out of production in 1951. It is quite a compact car, yet it has room for six people, and combines the attributes of being lively to drive, comfortable, and strongly built. It lasts well, and reasonably sound Pilots, such as that tested, are not difficult to find.

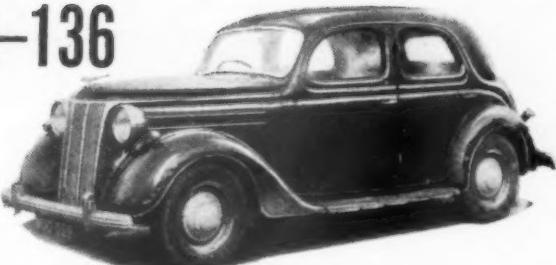
It is powered by a 3,622 c.c. side valve V8 engine, which provides ample power for the car, though at some cost in fuel consumption. This is a heavy duty, long-life power unit, and on the test car the fairly heavy oil consumption and slight little end noise, accompanied by an occasional whiff of engine fumes, are the few indications of the degree of wear which is only to be expected. The engine is notably silent at all speeds, and is, in fact, audible at all only at wide throttle openings, when there is some power roar. The car was tried with commercial petrol, on which the engine pulled well without pinking or running-on.

Starting was mainly satisfactory, though heavy demands are placed on the 6-volt battery, and if the engine does not fire quickly, the starter effort soon flags. The secret of starting the V8 is not to use the accelerator at all, whether hot or cold; the accelerator pump floods the combustion chambers very easily.

Inadequacy of the 6-volt electrical system is shown also by the limited power from the head lamps. On main beam they lack range, and the driver's safe speed is held down to about 50 m.p.h. on the open road at night; the single dipped lamp is feeble and inadequate.

All three gears are quiet, with powerful synchromesh on the two upper ratios, and the steering-column-mounted change is precise and light to use. The Pilot is a pleasantly effortless car to drive, and the simple gear change typifies the lightness of all the controls. The engine is tractable to the extent that the car will pull away from a standstill perfectly smoothly in second

This Ford Pilot is much above average internally, and is quite a fair example to prove that the interior of a car can be cared for, even over a life of eight years. The interior light is not working—one of the faults in the car's electrical equipment



Inspection of the car's underbody revealed that rust has caused little deterioration on the car's stout chassis. Both the individual exhaust systems are sound, and one appears to be comparatively new. There is a slow leak from the radiator

gear, and not until speed has fallen to about 10 m.p.h. is a change down from top gear really necessary.

An exception to the lightness of the driving controls is the brake pedal, which calls for very high pressures. The brakes lack the power for a car of this weight (30cwt) and performance potential, on which cruising speeds may be well above 70 m.p.h. There is a tendency to high frequency juddering under heavy brake applications at speed, and the pedal travel indicates the need for adjustment. The hand brake holds the car but, again, it is in need of adjustment.

Some free play is noticed at the steering, but it is not troublesome, and only a light hold on the steering wheel is necessary to keep the car on course. The directional stability is very good, and the unusually light feel of the steering is not an embarrassment. The steering lock is poor, and the Pilot is not the best of cars to manoeuvre in confined spaces.

A remarkably comfortable ride is provided, although there is no independent suspension. A simple arrangement of transverse springs is used front and rear, with long Panhard rods. Vertical pitching is firmly damped, and the only weakness of the suspension is on particularly rough surfaces, when excessive movement is transmitted to the body. Several rattles are noticed in these conditions, but normally the car rides quite silently, and the body feels taut. Like many cars whose styling makes no concessions to aerodynamics, there is very little wind noise in the Pilot at speed.

Some points indicate that the car has been resprayed at some time in the past, but the present colour, dark blue, has faded and bloomed, and there are many dents, chips and scratches. At wing edges and body joints rust has taken a firm hold, and corrosion has eaten through the rear wings. These will need to be replaced by the next owner, and there is urgent need for treatment of the rest of the body to prevent the further spread of rust. The bumpers are extensively corroded, but other parts of the chromium have lasted well. The general effect of the exterior is quite smart; it is only on close inspection that the need for attention is seen.

Inside, a very much higher standard of preservation is revealed, and the Pilot is much above average for its age. The blue leatherwork of the seats shows few signs of wear, and the door trim is unmarked. The carpets (also blue) are very sound, and only on the driver's side are affected by wear. The roof lining has faded somewhat, and its appearance is drab, but it has survived as well as one may expect for cloth roof lining after eight years. The worst feature of the interior is the ugly brown facia, of which the plastic has lost its lustre.

This is the first used car which we have tested for some time on which no accessories at all have been added. But among the standard equipment are a feeble recirculatory heater, a rear blind (still sound and sliding freely), an opening windscreens, a cigarette lighter (not working), and a Smith's built-in jacking system. The jacks were tried, but although they opened a little way it was obvious that they need to be topped up or to receive other attention before they will lift the car. The clock is keeping perfect time—unusual on a used car of this age.

A few tools and a hand pump remain in the locker under the front passenger seat. There is a starting handle, and an owner's handbook is on the parcels shelf. A well-worn Goodyear tyre is on the spare wheel, and all the other covers are approximately half-worn—one Regent remould, three Goodyears.

Buyers are normally prepared to make considerable allowances when purchasing used cars at under £200, and many would be satisfied and impressed to find how much there is on this Pilot which is basically sound, and does not require attention. The car itself is one which would respond well to work by an enthusiastic owner. It is understood that its brakes are to be rectified before sale; the car should then be ready for any journey, long or short, and it should tackle it with reliability and a considerable measure of comfort for the occupants.



Well on

British team—Laurence Handley and Desmond Harvey—take their Zodiac from the Stockholm start



PONTOONS rather than snow-ploughs were needed by competitors as the main sections of the 1959 *Rallye de Monte Carlo* were being completed—such was the difference in the conditions in central France from those experienced last year. As the competitors were setting off from the nine starting points, a great thaw brought fog and, later, gushing streams along the road sides.

Only the Stockholm contingent seemed to have suffered from ice, particularly on the Hanover *autobahn* and down to the Swiss frontier. Some snow remained in northern France and a good deal on the very high points in the central areas. A diversion was necessary because one pass on the Paris route near Belfort was closed. By Wednesday there had been relatively few retirements and most teams had managed to clock in on time, thanks in several cases to lightning repairs.

From the Starting Points

Glasgow

A damp misty morning greeted the Glasgow starters as they tumbled out of their hotel rooms early on Sunday. Despite recent frost and heavy snow in Scotland, a rapid thaw had cleared the roads completely of ice.

As usual, a large crowd gathered to see the cars set off; it was the first time for four years that the Monte competitors had left Glasgow at an hour calculated to attract spectators. Scrutineering had proceeded without a hitch, but one or two entrants had to fall out because of illness. The Young-Hill Austin A.40 was scratched because Young was indisposed, and among the substitutes were Peter Riley for Allick Pitts in the Meredith-

Owens Riley 1.5, and Paddy Hopkirk for Gordon Wilkins in the Leston Riley.

Ferodo had two representatives in Glasgow to supervise the fitting of an interesting device to the Shepherd-Milne works Austin A.105. This was a complicated arrangement of cine camera, dials and spotlights which filmed the braking reactions every three minutes, eventually to provide an important record of the hammering a car's brakes take on the Rally.

As starting time drew near, the drivers began to arrive, to find their cars surrounded by masses of spectators. Indeed, it was estimated that there were almost 1,000 onlookers in Blythswood Square for the start. The Patten-Cox Berkeley arrived aboard a Volkswagen transporter.

Eventually mounted police arrived to clear a path for the cars through the throngs, and Dr. Mitchell's Wolseley was wheeled up to the starting point. Finally, amid scenes of great enthusiasm, the starting flag came down and the cars set off.

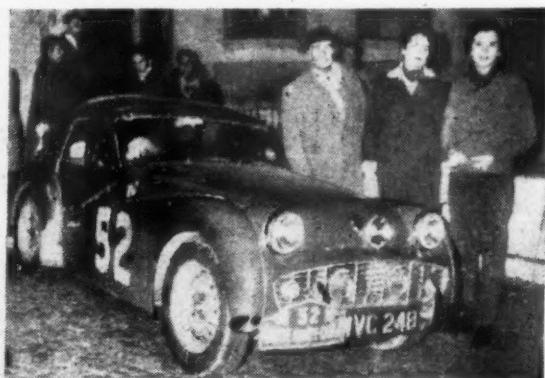
By the time the Glasgow contingent had steamed down the Great North Road and arrived at Dover, most of them were wondering whether all the aids to combat snow and ice were going to be required. The sudden thaw changed conditions so much that the chief obstacles were fog between Bowes Moor and Barnby Moor, and odd patches of gravel which, put down when the roads were ice-bound, acted like ball-bearings on awkward corners, and caused some

raising of eyebrows on the part of several crews.

The Monte always has attracted the enthusiast who, even if he cannot compete, will stay up all night to see the cars on the route. Every town and hamlet had its crowd, the big road junctions were packed by cheering onlookers, and it seemed as if every motorist in Yorkshire was waiting at the Barnby Moor control. On the way down from Carlisle there had been very little excitement. The crew of the Ford Zephyr piloted by Peter Bolton and Gordon Shanley might regard this as an understatement, as they became entangled with a level-crossing gate on A1, and did not arrive at Barnby Moor until two o'clock on Monday morning. But at Dover the car and crew showed little signs of the impact, as some quick repair work had taken place.

More than one car went right round some of the roundabouts in the fog; Ian Lewis' Standard Pennant was one which

At Lisbon, Mlle. Soisbault and Mme. Ferrier ready to head their Triumph for the Pyrenees



the Way

28th MONTE CARLO RALLY

did a small diversion in the gloom. Not long after the cars moved off from Barnby Moor, the wind shifted the fog and there was no more trouble.

In addition to the weather, the short run from Glasgow produced a crop of small electrical and mechanical worries for several competitors. Cyril Corbishley's Standard Ten lost its overdrive until an electrical connection was remade, and John Melvin's Sunbeam Rapier had a new wiper motor fitted. A very fully equipped Singer Gazelle, crewed by Mr. and Mrs. Vivian, had obscure ignition trouble and spent most of its spare time being taken for test runs. Robert Hooper's Mark III Sunbeam had the brakes adjusted after the early miles had taken some high spots off a set of new linings, and the O'Connor-Rourke 3.4 Jaguar needed some attention to its rear discs as a result of faulty fitting.

In spite of these bothers, it was not long before everyone was starting off again, refuelled and fed; some fortunates had even managed to get some sleep. Drivers of the big trucks along A1 let the Rally competitors through as quickly as they could, and the cars were in and out of London before the rush hour got into its stride. At Dover another gathering of spectators and marshals awaited them and it was not long before the *Lord Warden* embarked yet another Monte contingent.

After the preliminary run from Glasgow to Dover, crews had time to take stock; this, happily, did not take long. Drivers who had been at the wheel right through were, red-eyed, taking advantage of the *Lord Warden's* refreshments, and revelling in the prospect of sleep in the back of the car during the next stage. The most tired drivers were dozing on the boat and determined to achieve sleep in spite of the quite violent jolting accepted as inevitable during the relatively fast section ahead. There were few excitements to discuss on board ship, and while there had been some close shaves in the fog, only Bolton had been in trouble and even he had caught the boat.

Some crews were busy arranging to "share" navigators. The idea was that a group of five cars could proceed in convoy, with each navigator spending an



Former winner Adams and partner McMillen (Rapier) in action not far from Stockholm

hour on duty and four hours off. This pooling of resources on the most straightforward part of the route would mean fresher crews when the Alpine section was reached.

The *Lord Warden* conveniently unloads on the first on, first off basis, and disembarkation and the completion of formalities at Boulogne were a model of efficiency. The ship disgorged all the cars in a matter of minutes, and competitors had another break while they were entertained with champagne by the local Chamber of Commerce. By this stage the Glasgow competitors were soon to be in company, for converging on Boulogne were the entries from The Hague, Munich and Paris, in that order.

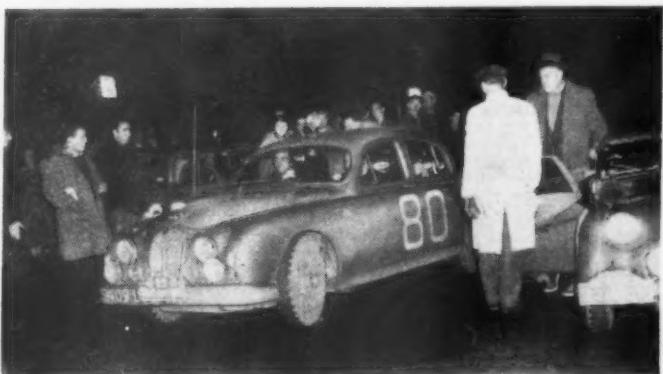
Time for the off came for the first car at 2.12 p.m. British time on this Monday afternoon, which meant 3.12 local time. The control for all four routes through Boulogne was at the Gare Maritime, and from here the road out of the old city was

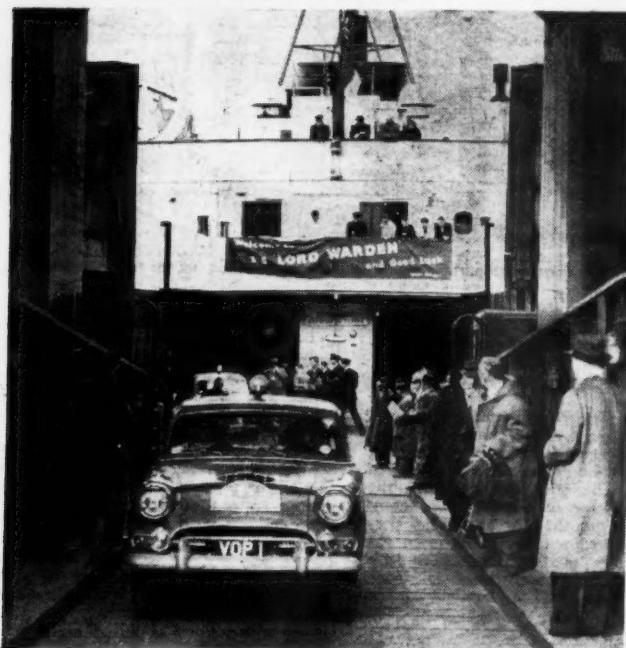
almost paved with police who gave absolute priority to competitors setting out again on the road south.

The crews from Glasgow were clear before The Hague starters began to arrive, for the first of these was not due out of the Gare Maritime before 6.54 p.m. At that time crews again began to spill out on the same route, appreciating the help that all the policemen so obviously enjoyed giving. Indeed, at the junction where the route left the road to Le Touquet on the right, one policeman even stood a quarter of the way out on the road, making the local traffic pass on his right to enable rally crews to overtake on the blind bend. He gave this up, however, after a local driver misunderstood him and he nearly became the filling in a sandwich.

As always, nearly all the competitors got under way at a cracking pace, determined to start at once in their pursuit of time in hand, which might be of vital importance later on.

Left: Oldest competitor, George Jopp, and team mate Lins one wait beside their Wolseley to set out from Warsaw. Right: Waddilove and Wood, Glasgow starters, in their 3.4 Jaguar as they leave London for the coast.





Left: New Zealanders Mr. and Mrs. Gerald McMillan (Porsche), one of eighteen crews starting from Athens. Right: Pat Moss and Ann Wisdom leave Paris in their Austin A.40

Glasgow starters, waiting to embark on the Lord Warden among them Brinkman-Cuff 3.4 and the Pickering-Smith 2.4 Jaguars; Shepherd-Milne, Austin; Huntridge-Barrow, Austin-Healey; Davies-Taylor, Triumph; Cleghorn-Newsham, Singer; Gouldbourn-Turner, Standard; and Melvin-Faden, Sunbeam Rapier

Monte Carlo Rally . . .

The Hague

Of the 22 teams who had chosen The Hague as a starting point, 19 drove off the crowded Gevers Deynootplein, at The Hague's seaside resort Scheveningen, where the participants were lined up in front of the Kurhaus Hotel. Three teams did not turn up—Schneider (Germany), Henry (Belgium) and Meinecke (Germany). Everybody else left on schedule, although it was a close thing for the British Kat brothers, who arrived in the nick of time, having had difficulties with their car in England, and flew in only four hours before the start.

Because of an unexpected public interest and lack of police marshalling, the start was rather chaotic. The crowd sometimes almost prevented the crews from getting into their cars.

Weather conditions were much better than expected. After a spell of heavy freezing and snowstorms, thaw set in on the day of the start, so the roads were clear of ice, at least up to the Belgian frontier.





ATHENS STARTERS: Left: Peter Harper in his Sunbeam Rapier. Right: Gatsonides and Becquart with their Triumph TR3

There was a comparatively easy route from The Hague over the autobahn to the big Utrecht roundabout, hence via Den Bosch, Eindhoven and the Belgian frontier to Liège. Taylor and Laing (Sunbeam) were one of the few crews in trouble. Without using any electrical accessories on the car, they had a steady discharge of 2 amps, and were contemplating the prospect of early retirement if they couldn't get the necessary attention to the dynamo.

The Ford driven by Joseph and Philip Kat and the Porsche of Horst Meinke and Dieter Selzer were both reported to be out of the Rally after a collision beyond the Bourges checkpoint. There were no injuries, but both cars were reported to be seriously damaged.

Because of very bad weather in the Vosges, the Ballon d'Alsace has been closed, and the cars rerouted via Le Thillot to Gerardmer. Pudsey and Collins, in a Ford, collided with a Citroen 2 c.v. and had to retire.

Munich

From Munich 18 cars set off early in the morning in a temperature around freezing point, and with snow- and ice-covered roads ahead. Only non-starters of the scheduled 19 were Frenchmen René Barthélémy and Jean Havion, who failed to show up.

Theo Klinck's Borgward caused excitement before the start, as the windscreen was broken by a stone on the way to scrutineering. All the agents were closed, but a frantic search produced a new one which was installed just in time.

All the Munich starters covered the first lap through Bavaria and the Black Forest without incident, and checked in at Tübingen. From there they continued to Briesach, on the French border; entering France, all the cars were still in the event, without penalty.

The German-crewed Lloyd of Freese and Müller had a crumpled left front corner, and the crew used their spare time at Boulogne desperately trying to track down suitable screws for re-fixing the head lamp. They had overdone it on the snow and slid off the road.

A little in front of the Lloyd was a German Ford Taunus estate car driven by the American Clark. This 1½-litre was very heavily laden with luggage and equipment, but the crew had been careful to leave sleeping space to be used whenever possible. While, naturally enough, most of the starters from Munich were German, there were in addition to the Americans in the Taunus the Swiss-driven DKW of



Across the Channel, the Austin A.40 driven by Appleby and Braithwaite approaching Montreuil

Going well as they passed "The Bull's Head" John Walker and Leslie Needham in their Vauxhall were, unhappily, to fail to reach the Bourges check-point within their time limit





Monte Carlo Rally ...

The Bennetts' lone Fairthorpe is chased by a Porsche crewed by Americans Aitken and Eilas through the pouring rain



Above : K. D. Fraser's Morris Minor 1000 motors briskly through Northern France. Below: from Munich came this DKW driven by Kling and Falk. Here it gets the go-ahead from a gendarme outside the Boulogne control at the Gare Maritime



Meyrat and Meyer, the Australian Denzel of Dr. Pilhatsch, the Spanish Saab of Saiz, and the French DKW of Barthelemy.

Paris

Paris starters had not encountered weather conditions as "easy" as other contingents. There was snow from the start, and this became so thick that Belfort had to be omitted and a by-pass route used to reach Gerardmer. Although the later part of their journey had been easy, the general conditions of snow earlier on had caused a number of incidents. Of the 26 Citroens entered by France more than one from Paris left the road, but they managed to get back and proceed. The Zephyr of Pain and Brown was somewhat dented, but this was as a result of a prang just before the start.

The Americans, Halmi and Kennedy (Triumph TR3), arrived with the crew looking cheerful, for they were congratulating themselves that this year they had so far managed to avoid rolling the car over, as has been their lot in 1958. The Minor of Lawrence and Saunders had not managed to escape, however, and had last been seen in a ditch on the road from Gerardmer. Many French competitors had little time for those who had come to grief, for they reckoned that it was a result simply of going too fast when it was not absolutely necessary. Dillard and Medecin had committed this indiscretion and spun their Renault Dauphine; fortunately this crew was able to continue.

John Sprinzel had been pressing his Austin A.35 along with considerable abandon, passing much of the entry with earlier starting times, but he arrived at Boulogne with the car still in one piece and going well. He was slowed, however, by dirt persistently getting into one carburettor, a trouble which was ultimately cured by removing the air ducting.

The rather bleak aspect of the Maritime Station was broken momentarily when Brasher and Wrangham arrived in their Triumph—this owing to Brasher's brilliant blue overalls.

Minutes after the Moss-Wisdom car got

away, Boulogne's part in the Monte Carlo Rally was over, and all the cars were on their way south. In all, 80 cars had gone through completely clear, while 16 had either retired or been penalized. The British competitors who had blotted their time sheets were confined to Pudsey and Collins, whose Zephyr had had an accident, and H. J. Harper and Pilgrim's Minor which had suffered a like fate. None of the remaining crews who had lost marks were British, but before long the Cameron-Lewis M.G. was to be penalized owing to dirt in the fuel pump.

Stockholm

One of the biggest crowds ever to watch the Rally in Sweden gathered in Stockholm well before the start. The biggest cheer was for the portly, jovial figure of Ivor Bueb, whose Rapier bore a strange inscription, eventually seen to be upside down. It said: "If you can read this, please turn me the right way up."

Of the 94 people scheduled to start the Rally from Stockholm, 86 set off on Sunday afternoon. There was bright sunshine, but, alas, 13 deg of frost. Among the non-starters was the intriguing entry of General Frank Everest, United States Army (Mercedes).

For Thomas Clark and Keith Baker, two of the British contingent, the start was nearly an anti-climax; on their way back from scrutineering, their Riley 1.5 was in collision with a lorry, and it looked as though the Rally was over for them before it had begun. But the couple worked through the night putting in a new engine and patching up the damage, and they finished in time to take their place on the starting line. A Skoda with a Norwegian crew was first away, followed closely by Mary Handley-Page, the first British competitor to leave Stockholm.

Dusk came down long before all the starters were away, and in the Royal Palace, which overlooks the starting point, lights twinkled from the apartments of the Royal Princesses, who watched the cars from their windows.

The competitors travelled south through snow and, in some places, a little rain.

All British competitors of the Stockholm contingent reached Hanover safely after a tricky drive on the ice-covered autobahn from Hamburg. A Skoda crewed by Norwegians dropped out at Hanover, but the Sunbeam works team, including former Rally winner Ronnie Adams, reached Hanover unpenalized.

British drivers with clean sheets included Wallwork (Triumph), Ward (Jaguar) and Harrison (Ford). European Rally cham-



This Simca Aronde is one of the French ladies' entries driven by Madame Texier. It started from Paris, and is seen at Boulogne

pion Gunnar Andersson in a Volvo was also "clean".

After checking in at the control the competitors then set off on the long night drive to Augsburg. The forecast they were given was "snow and ice".

Athens

Of the 16 starters from Athens, 15 reached Zagreb, in Yugoslavia, on their way to Italy; the Panhard driven by Maurice Martin, of France, withdrew because of damage, about 75 miles before Zagreb, after driving through the night from Belgrade.

Tuesday—Massif Central

Just before the Paris route joined those from Munich and The Hague, it was necessary to avoid a blocked pass; this cut out Belfort and shortened the section by 80 kilometres. All the competitors arrived at the next control at Gerardmer in good time except Pat Moss and Ann Wisdom, who had only one minute to spare. They had had both bad and good luck; an inlet manifold on their A.40 broke and had to be welded, but the re-routing and shorter distance made it possible for them to get in unpenalized. The treble route continued over one of the

few snowy sections as far as Bar le Duc on the way to Boulogne. Later, the Glasgow starters had to make a small loop in the Figeac-Mauriac area, and this proved to be very tight on time indeed, even though there was no snow. Had the going been bad, it is unlikely that many would have passed unpenalized. Exceptionally strong winds kept the weather clear.

Among British casualties reported by Peter Garnier and team from the St. Flour area was the Berkeley, No. 85, driven by Patten and Loudon-Cox, which had to retire with broken chains a mile or two after Le Puy. Unfortunately the Haddow-Patterson Rapier crashed, and the driver was taken to hospital. No 97 Triumph (Crosby and Holmes) also came to grief against rock, and retired just before St Flour. Another shunt, with less unfortunate results, involved Mr. and Mrs. Vivian's Singer, which was rammed in the St Flour control by Warren's Riley (or vice versa).

Just after the Bourges control the 3.4 Jaguar crewed by Walton and Martin suffered one and then another puncture in quick succession. A combination of very efficient pitwork and a big reserve of performance got them to the Tulle control with a minute to spare.



Jack was not a dull boy at Boulogne, where the local Chamber of Commerce used champagne to convey their "bon voyage!"



Detroit Notebook

By Roger Huntington, A.S.A.E.

TURN ON THE HEAT : BACK TO BOOM : FACTORIES AND RACING : UP WITH THE LARK : INTERCHANGEABLE BODY

ONE of the tougher engineering problems on the up-coming Chevrolet small car has been the heating system. As you probably know interior heating has been a major complaint against many of the European economy cars when used in our northern winters, where temperatures frequently go below 10 deg F; they just don't seem to be designed for temperatures below about 30 deg. The Volkswagen, with its hot-air system, is one of the worst. So when the rumour spread that Chevrolet would use a rear-mounted, air-cooled engine for their 1960 small car, there was a lot of speculation on how they would heat the thing.

Now the secret is out. The Harrison Radiator division of G.M. is tooling for a gasoline heater—and they say it will burn you right out of the car in zero weather if you turn it full on. I imagine Chev engineers hated to make this compromise, though. Gasoline heat is far from free; if the performance of past proprietary gas heaters is any indication, Chev small car owners can expect to use as much fuel in cold weather as the big cars with hot-water heaters. This heating problem is certainly one of the major disadvantages of a rear air-cooled engine—almost enough of a disadvantage to rule it out of consideration for a low-priced G.M. product. But the word is still out that Chev sales people felt the technical novelty of the rear-engine layout would overcome the cost obstacles.

It is significant that Harrison engineers are working hard on exhaust heating systems; this gas heater may be only a temporary expedient.

* * *

AUTO production and sales are booming beyond expectations over here. Cautious predictions of 5.2 million sales for '59 have been boosted by some observers as high as 6.5 million. Early January production rates were exceeding similar '57 and '58 figures—and Chevrolet's December production averaged out to 9,000 units per working day, a new high for the company. Here we go again.

* * *

EVER since the Automobile Manufacturers Association anti-racing decree in 1957, there has been much speculation among enthusiasts over here as to just how much "under-the-table" factory help was going to the professional racing boys (such help was logical and to be expected, since it is well established that racing victories and speed records are effective publicity gimmicks). As far as I can learn, there is still considerable factory activity in racing . . . but the dollar cost of this activity is probably less than 10 per cent of what it was two or three years ago, and fewer companies are participating. Former big spenders like Mer-

cury and Oldsmobile have dropped their programmes completely; Ford, Plymouth and Dodge have minor ones. The Chevrolet and Pontiac efforts are far beyond the rest of the industry combined.

Both companies still offer a large amount of optional speed equipment at very reasonable prices—special camshafts, manifolds, heavy-duty springs and dampers, heavy wheel hubs, axle gear ratios of all kinds, metallic brake linings for Chevs, and so on. You can even order a floor-shift four-speed gear box in any '59 Chev sedan. Chev have recently announced their '59 Daytona engine, based on the large 348 cu in (5.7-litre) block. It has 11.25-to-1 compression ratio, Duntov cam, double valve springs, new scavenging-type exhaust manifolds, three two-choke carburetors, and a new distributor with centrifugal advance only. Horsepower has been raised from 315 on last year's Daytona engine to 335 b.h.p. at 5,800 r.p.m. These cars should approach 100 m.p.h. at the end of a standing quarter mile, and top speed on Daytona Beach should approach 140!

The rumour is that Pontiac's new Daytona engine will carry a special "stroked" crankshaft to give 430 cu in (7 litres). This has not been announced yet, but we hear the cranks are being produced by a California hot rod shop, by building up the crankpins with welding rod and regrinding to size on new centres—and we hear Pontiac will guarantee the cranks only for 2,000 miles. Anyway, with Pontiac's additional engine equipment (triple intake manifold, scavenging exhaust manifolds, high-compression heads and hot cam) 430 cu in displacement should yield at least 400 b.h.p. and allow 150 m.p.h. at Daytona.

The first two weeks in February is the time; Daytona Beach the spot. We'll keep you posted.

* * *

ONE of the unsung engineering victories of the '59 model crop was the great speed with which the Studebaker-Packard Corporation brought the new Lark economy car on the market. Auto engineers have always told us you have to allow at least two years between the drawing board and production line for a new model. The story is now out that the Lark was designed, tested and toolled in nine months—and at a cost of less than \$10 million! Admittedly this is not an all-new car; the engine and chassis are modifications of the previous Scotsman model, and some of the Scotsman body dies were adapted. But this is still a lot of work for a small engineering staff to do in this amount of time. (The styling department consisted of a chief, three artist-designers, and six clay modellers.)

One interesting trick to get maximum speed with minimum manpower was to

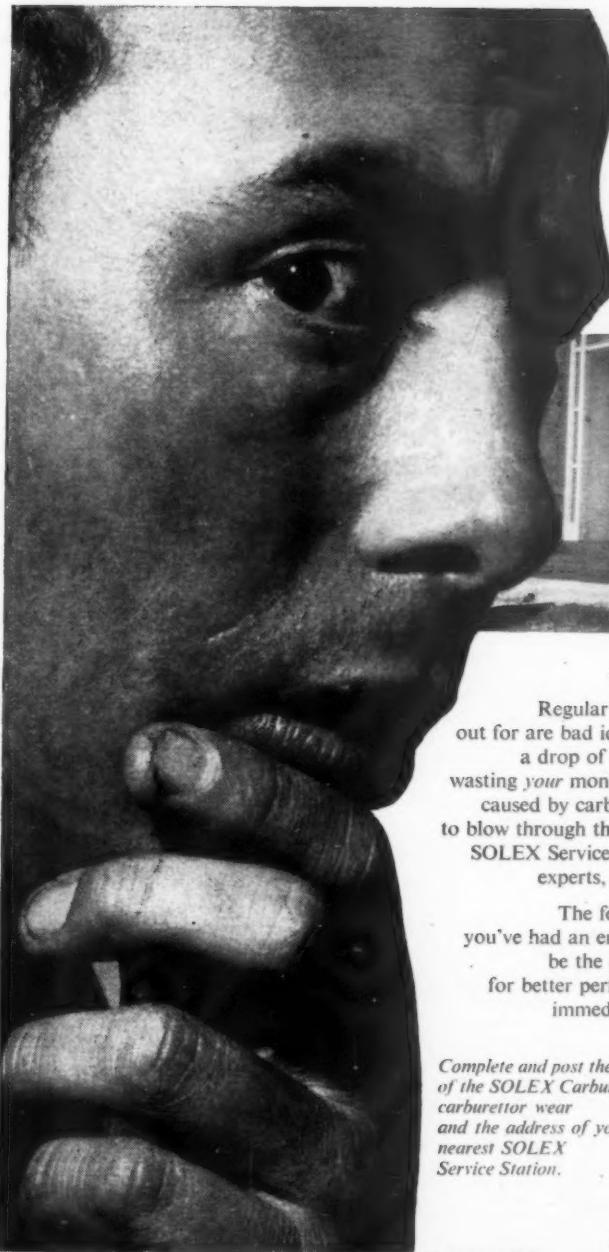
assign individual engineers specific parts to work on, rather than the usual practice of assigning them to assemblies like the rear axle, engine, doors, and so on. A single man would design the part on the drawing board, requisition the prototype, test it, and then follow it through tooling and assembly. In one of the big corporation divisions a single part like this would have to pass through 15 or 20 hands between the drawing board and the production line—at a big cost in time and money. With a small, well-integrated group of capable engineers you can beat the big boys to the punch every time.

All this points up one important of the small "independents" in our auto industry—flexibility. They can adapt themselves to new market trends more quickly, and at much less relative cost, than the big corporations. Take this example of the new company car trend. The handwriting on the wall was pretty obvious in late 1957. This is when G.M., Ford, and Studebaker began to take seriously small car production programmes. Result: Studebaker had their Lark on the market by last fall—and it will be next fall before the G.M. and Ford small cars appear. This gives the Lark and Rambler a full year to feed on this market all by themselves. I say more power to 'em.

* * *

SOME additional information is now available on G.M.'s "interchangeable" body shell for '59. As you know, up to this year they have used three separate body shells for the five divisions, changing them every two or three years at overlapping intervals. There are now actually two basic shells—a B, and a B-plus, which is 3.3 in longer—but at least 12 important stampings are common to both. These include several of the inner and outer door panels, front cowl section and most of the glass framing. Individuality between divisions is achieved by varying fenders, roof lines, front ends and hoods, and trim. It is estimated that G.M. have saved one-third of their body tooling costs with this new concept, with more savings likely in the future. For instance, if frame design can be more closely integrated between divisions they can standardize on floor pans. And, of course, if they could resist the temptation to change this basic shell every year the savings would be considerable. This aspect of the problem is still up in the air.

Biggest bug in the new formula: the styling of the basic body shell must be integrated into one particular overall styling theme. In other words, one division will have the "perfect" prototype—and the other four divisions will have to compromise their overall lines to differ from the prototype but still use the same shell. This year Buick is the prototype. Next year it may be Chevrolet or Pontiac.



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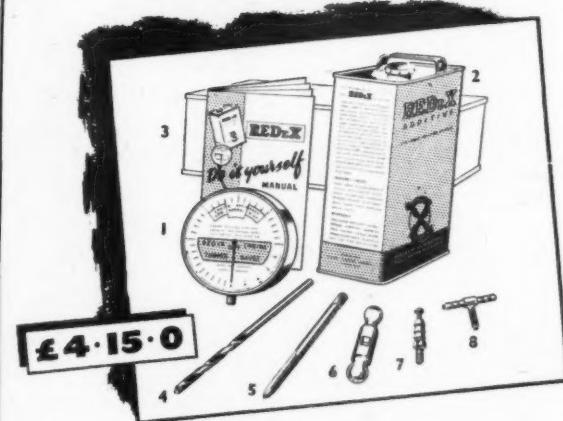
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BLEAK MID-WINTER
in the Wiltshire countryside near Warminster, but the comfort and warmth within the Rover 90 defy the bitter wind, from which the cows shelter in the lee of a gnarled and leafless tree

Correspondence

Stained Upholstery

Removing Ball-point Pen Marks. The Scribe recently reported difficulty in removing stains of ball-point pen ink from car upholstery. Since the basis of all stain removal requires that apart from dissolving the agent in which the stain is carried (in this case, the spirit base of the ink), the pigment that is causing the stain should be removed by suspending it in a suitable agent; methylated spirit, so far from removing the stain, merely spreads the pigment over a wider area.

There are on the market hand cleaners which are solvent or spirit soaps, designed not only to dissolve greasy materials but also to form a suspension in which the soiling is contained, and may be removed by washing with water. Other classes of stain, such as of dirty engine oil, may well be treated with these hand cleaners provided, of course, that they have not been "set" by drastic washing. The use of bleach for stain removal is often successful, but extreme care and patience must be exercised if damage is to be avoided.

London, S.E.6.

P. D. WEATHERLEY.

Evolution without Revolt

Support for Two-Stroke. I must add "Amen" to the comments of my esteemed countryman Roger Barlow (12 December), concerning "Evolution without revolt." During the past eleven years I have owned and driven many small cars of several nation-

alities. All of these have accumulated extensive mileage at my hands, including coast-to-coast trips.

My observations bear out Mr. Barlow's completely. At this writing my DKW shows 42,000 miles and has been completely trouble-free, with the exception of the tubeless tyres which were virtually square from new, and had to be recapped to become round.

Other than the occasional plug change and a points adjustment and ignition timing once a year, the car is so far superior to four-strokes I have owned as to be considered in a class by itself. Rockville, Virginia, U.S.A.

C. J. COLLINS.

Restriction on Speed

Graded Licences Opposed. It was with considerable astonishment that I read Mr. R. G. Lewis' proposals for graded driving licences as a means of speed reduction (26 December). He asserts that most accidents are caused by human error, but his is an unfortunate choice of words, for it implies that most acci-

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Correspondence

dents are caused by the basic limitations of human beings. I believe they are caused by carelessness and criminal folly.

When an accident involves a fast car, it is very often caused by someone's stupidity in putting the driver who is travelling quickly in an impossible situation. Any blame must surely be placed at the door of the person who initiated the chain of events by his mistake. Yet it is often argued by the guilty party that if the other had not been travelling so quickly, the accident would never have happened. While probably true, this is a futile argument, since accidents can be envisaged which are unavoidable, however slowly one may be moving.

Mr. Lewis' suggestion does nothing to mitigate the carelessness and impatience which abound nowadays, and which cause 90 per cent of all accidents. It would, of course, be impossible to enforce his idea, since the police would have to stop every driver exceeding 55 m.p.h. and examine his licence.

Also, since Mr. Lewis asserts that few cars exceed 55 m.p.h. (the limit for his basic licence), then presumably the high proportion of drivers driving at speeds too high for skill and reaction times come within the 0-55 m.p.h. range, in which case his scheme will achieve nothing.

Welwyn Garden City, Hertfordshire. J. P. HELLINGS.

Lights in Fog

Recommendation of the A.A. Should drivers use head lights, or side lights only, during daytime fog? G. F. Pearson (16 January) asks for the official view of the Automobile Association on the subject and the answer is: Use spot or head lamps in the interests of safety. Admittedly they will not help the driver to see the way ahead more clearly, but the amount of glare thrown back is negligible, and other road users will be able to see your vehicle more easily. The use of head lights is also particularly helpful to pedestrians, as fog has a blanketing effect on sound, and side lights are seldom visible any sooner than the contours of approaching vehicles.

K. L. KELLY,
(Secretary-General),
Automobile Association.

London, W.1.

Reflections on a "Pea-souper." I think Mr. Cope is wrong (9 January) on theoretical grounds in assuming that a clean windscreen is as good as no windscreen: he is neglecting reflection. I also think he is wrong about the "pea-souper." London fogs acquired this name when they were thick, yellow, and acrid; the last of these I remember myself was about 25 years ago. The current smog may be as dense (I couldn't see my feet in the one just over six years ago), but it is black, not yellow, and far less unpleasant to breathe.

Croydon, Surrey.

J. B. ROSCOE.

Two Famous M.G.s

Request for Information. I am extremely interested in tracing the whereabouts of two particular M.G.s, both of which have a sentimental interest for the writer. If any reader should know their present whereabouts I would be very grateful indeed if they would be kind enough to contact me.

No. 1. The twin-cam McEvoy-headed R type Magnette owned by the Baines brothers, which, I believe, was the ex-Briault car latterly sold to Donald Campbell.

No. 2. The ex-Wier, ex-Peter Monkhouse and Monaco, much modified, two-stage blown, single seater K.3 Midget with double reduction differential assembly and so on. This car was, I believe, eventually sold by Monaco to John Willment.

At the same time it would make most interesting study to learn of the present whereabouts throughout the world of all the Q, K.3 and R types which did so much to uphold our prestige. Stroud, Gloucestershire.

D. C. PITTS.

Hand Signalling

How to "Flag Down." Now that a new edition of the Highway Code is forthcoming, Mr. D. M. Smith (2 January) suggests that the "I am going to slow down, or stop" hand signal should be altered to the interpretation which it is often given, i.e., flagging down. I do not think in any circumstances it would be wise to alter a signal—there would be more confusion. In any case, the signal mentioned is a necessary one.

Would not a better solution be to retain this signal and add one which would have the same effect as "flagging down"? Personally, if it is necessary for the vehicle behind to remain behind when I am slowing down, I put my arm straight out of

"George, old boy! May I take over your lock-up garage?"



the window as for "I am going to turn right," only with the palm facing backwards. This is generally preceded by "I am going to slow down" (unless it is a very cold day).

Many heavy transport drivers use this "straight arm" signal and, when following, I never have any doubt that it is unsafe to overtake. Even if it were mistaken for a "right turn" signal, it would still keep a following vehicle out of danger.

Presteigne, Radnorshire.

JOCELYN MEE.

Design, or Whim?

Efficient Use of Space. It is depressing to those of us who regard a car primarily as a machine for doing a given job to find that design is being replaced more and more by the whims of the stylist—if I correctly describe those whom we have to thank for the offerings from our manufacturers.

Without wishing to discount the many technical improvements and advances that have taken place, may I mention some developments that seem of very debatable value?

There is, for a start, the move to cut down passenger space by placing the rear seats well forward of the wheel arches, to the detriment of leg room for all the occupants. This seems an expensive way of obtaining a luggage locker extending for three or four feet. Even so, the old type of locker with a let-down lid was much more useful for carrying the odd trunk or bicycle. This space, in any case, is used by most people only at holiday times, and uncovered luggage can easily be protected.

A further consequence of this feature is the displacement of weight to the front wheels. The lack of grip by the driving wheels that this causes is witnessed by the prevalence of special rear tyres fitted by many owners.

Another deplorable tendency, imported from the United States, is to lower the roof line at all costs. Since excessive length and width are a liability on our crowded roads, it seems a pity not to make reasonable use of the remaining dimension—height.

Another recent development is the elaboration of décor at the front and back. We seem to be in for an era of overhanging protruberances at the front and projecting lamp clusters at the rear. If these features become common we must not be surprised at a further increase of insurance premiums.

One may agree that a large rear window is an advantage, but if this is carried to excess the roof structure of saloons is likely to become so weak that it would collapse in the event of the car overturning. And I fail to see that the benefits from a wrap-round windscreen offset the greater difficulty in wiping off the rain and, in some cases, awkwardness of entry into the front seats.

That unfortunate aberration, the steering column gear change, now shows signs of being on the way out, but the bench-type front seat is still with us, even where there is no room to seat three abreast. Why not supply optional separate seats?

London, W.3.

R. T. DE GRUCHY.

Two Carburettors or One?

Proof of the Pudding. I was interested in the point raised by Mr. Antell (19 December) on the question of one or two carburettors, particularly as he refers to my Balilla Fiat. He is quite correct in his statement that I could get no additional performance by replacing the single 36mm Zenith carburettor with two, either 36mm or 30mm, or alternatively with two 1½in S.U.s. The maximum speed remained the same and acceleration, if anything, was worse. Exactly the same happened later with my 1100 T.T. Fiat.

Two theories were put forward to explain this: (a) that the longer induction pipe caused some ram effect with the single

unit which was lost with two, and (b) that having siamesed inlet ports, gas rebound with resulting flow interference built up sharply after about 5,400 r.p.m., and that this, and not the number of carburettors, became the limiting power factor. It may be that the longer inlet pipe with its possible ram effect may have tended to overcome the flow interference.

If, however, one turns to the 1100 Rileys of those days, I doubt if any single carburettor engine could not be made to give more power by the addition of another, and even more still if they had one to each of the four inlet ports.

Chipstead, Surrey.

V. H. TUSON.

Where Ireland Led

Better Choice of Lights Sequence. It is rather intriguing to read that experiments are only now being made in Leicester with regard to the omission of the red-amber phase from the traffic lights sequence. Here in Ireland this system has been in operation for the past seven years, and it has always been a source of surprise to us that Britain has never changed over. Really, there can be little doubt that it is the better choice.

When British tourists or business men hire cars from us here, they often remark on the difference between their home and the Irish traffic lights. Similarly we find in our London and Liverpool branches that Irish visitors are at a loss to understand how Ireland can be so many years ahead on this point, while so far behind Britain in such matters as driving tests, Belisha beacons and zebra crossings.

When the lights are due to change from green to red, the few moments' amber warning is essential. But for the person waiting at red at the lights to make a quick getaway, the amber can only act as a temptation. It is an unfortunate fact that many



FROM BANGOR, Co. Down, reader David Dunseath sends this photograph of his Singer car, chassis number LF4X, 1,497 c.c. engine, No. HT82C, about the history of which he would be glad to receive information. The body is of glass fibre, sprayed cream

drivers will continue if they are within 40 or 50 yards of the lights when they flash amber. It is obviously essential then that the waiting driver should receive no encouragement to move until the green is showing.

Ireland introduced traffic lights first in Dublin in 1937 and changed over to the red-green sequence some fifteen years later. Since then there has never been the slightest doubt that it was a progressive step.

GERALD J. O'SHAUGHNESSY,
Ryans Car Hire, Ltd.

Dublin.

BEHIND THE BLUE LAMP

"True Assessment of Driving Faults." What a true assessment is that excellent article, Behind the Blue Lamp (9 January) of the driving faults one sees on the road to-day. The police patrolman says that if readers of this journal could be persuaded to sharpen up their own driving, they would be an example to others, and he is quite right. Might I make a suggestion that a good way of doing this is to take the test of the Institute of Advanced Motorists, and, once having won their badge, drive strictly according to the "Book." It is a perfectly straightforward test and should not present any difficulty to an experienced driver who has studied the Stationery Office publication *Roadcraft*. I entered for the test last year mainly to find out what my faults were, but hoping that I would pass (which I did). Nevertheless, although I have driven almost daily for the past 34 years, I was able to gain one or two tips from my examiner which were most helpful. It is a mystery to me that whilst a number of drivers like to sport a variety of badges on their cars, so very few display the only badge in motoring that has to be earned—the badge of the I.A.M. Are they lazy or is it lack of confidence in driving ability?

Cheadle, Cheshire.

J. JONES.

To Change the Leopard's Spots. . . . It took a police patrolman two whole pages (9 January) to tell us what everybody knows—that the dominant feature of mankind is self-interest, and that this characteristic may readily be observed in operation on our roads. Clots 1 to 5 are merely common examples of that truth. Yet self-interest is manifest in a million circumstances which have nothing to do with motoring: the rush for seats on trains, jockeying for position at bus stops, depositing litter in the streets, noisy operation of radio receivers, disregarding other people waiting to use public telephones, even casting votes at the polls.

Man is primarily concerned with his own well-being. So why select the motorist for special study and censure? Is he not a human, with all the bad and all the good of other humans? And what prompts the police officer to think that a stiffer driving-test can rid us of inborn human frailty? Granted that a few people, including drivers, do achieve intermittent saintliness; but does the officer seriously contemplate trying to change the leopard's spots? If so, I regretfully suggest he must be Clot No. 6!

Barking, Essex.

C. N. COURTNEY.

Support for Longer Test. Surely the majority of our roads are wide enough for three of us to get abreast together? I'm afraid my action when I see an overtaking car coming towards me, is to get as close as possible to my near-side and let the overtaker through. Lack of consideration was mentioned as the last fault in the article by the patrol policeman; surely this should be the first. If we all considered one another more, avoiding action would be taken sooner.

I heartily agree with the idea of a 1½-hr. test for L-drivers. On taking the I.A.M. test of two hours, I found that any mistakes I was liable to make, just had to show up in this length of

concentration, and show up they did. The present duration of a learner test can be carried out, by driving at a top nervous tension; this cannot last 1½ or 2 hours, the strain would be too much, and we just have to drop back to our true driving ability within this time.

Dover, Kent.

G. M. KNIGHT.

Lack of Mutual Respect. In the article "Behind the Blue Lamp" I note the police patrolman refers to each offender as a "Clot." Is this typical of the police attitude to everyone who makes a mistake or error of judgment? If so, it may account for the lack of respect so many people have for the police these days.

Leeds, 1.

MOTORIST.

Which Are The Clots? Whilst appreciating that some of the faults on driving behaviour listed under the heading "Behind the Blue Lamp" (9 January) are justifiable, in my opinion certain sections call for some reciprocation. I strongly oppose the reference to the first item of "Clot's Catalogue"—the word "clot" is confined only to the driver who is alleged to follow a car for miles awaiting safe opportunity to overtake, when in practice this case is invariably aggravated by the "Crown of the Road Driver" who has some reluctance to being overtaken. I have experienced this on numerous occasions, even when there has been room for three-lane traffic, but efforts to overtake have been thwarted by this road menace who surely, in this instance, should be aptly branded the "clot."

In the same paragraph, referring to the driver of a following car, again labelled the "clot," he is judged as being at fault in overtaking in top gear. This point to my mind is utter nonsense, except in certain cases, as there are so many variables to take into account; e.g., the available power of the following car (not all vehicles can be driven over 45 m.p.h. in a lower gear). The speeds of both cars must be considered, the circumstances outlined were merely of one specific case. Next we have the "wrongful" driver who awaits his opportunity of again overtaking the vehicle in front. He is surely at a disadvantage in allowing a lengthy space between the two vehicles as is suggested, as it is obviously possible for another motorist to take up the vacant space enabling him to overtake at the opportunity which was patiently being awaited by the "clot." With this happening more than once (or only once) it invalidates the theory that the "clot" is "being delayed only one second at 40 m.p.h." as his opportunity of again being able to overtake may be delayed even longer than before.

Would it not be beneficial if it were lawful to ban kiddies from cycling on the public highway, even if it cannot be a parental jurisdiction; then "clot No. 4" would be relieved of worry.

London, S.E.6.

R. A. EARON.

A READER, B. E. Francis, 80 Carisbrooke Avenue, Bexley, Kent, offers his copies of *The Autocar* for three years, 1956-8, free to the first caller.—ED.



ONE MAN'S KIT

A Choice of Tools for a Home Garage

EVERY PRACTICAL MAN who makes a point of maintaining his own car—even though he may not do the regular greasing himself—gathers together a favourite set of tools over a period of years. Probably also he accumulates a number of extra ones, some of which are used occasionally, others not at all. When advice is sought on choice of tools it is difficult to be specific, except perhaps in stating that this or that has proved to be convenient and durable, and in frequent use.

Here an experienced amateur motor mechanic talks about the tools he likes, and with which he has been able to tackle almost all servicing and repair jobs—some of them major replacements—on the cars he has owned.

MANY CARS these days are supplied with a more or less farcical tool kit; a second-hand car usually has no hand tools at all. One cannot work without tools, and it is possible to spend a lot of money on them, without acquiring a really good kit.

Older British cars usually have a preponderance of one of two thread patterns—Whitworth and British Standard Fine—and the same spanner will fit both $\frac{1}{4}$ in Whit and $\frac{1}{4}$ in B.S.F., for example. A range which is in increasing use is Unified, and one may also encounter American threads, and Metric on Continental cars. If the forms of thread used on a car are not known, the manufacturers will supply the information.

Another kind of thread is used on electrical equipment—B.A.—but this is for small nuts and bolts, in fact the largest, O.B.A., has a bolt approximately a quarter-inch in diameter. Incidentally, the size quoted for spanners is the diameter of the bolt, so that, for example, a half-inch diameter Unified bolt will carry a nut which is $\frac{1}{4}$ in across the hexagon flats. Special pipe threads are usually used for fuel lines and the like, but Whitworth spanners will fit most unions.

Illustrations accompanying this article show hand tools accumulated in more than 20 years of motoring and home servicing of cars; they represent a substantial expenditure spread over a number of years, and few would envisage

buying such an outfit at one go. The outfit includes essentials, and also luxuries, but it contains no "white elephants"—every item has been of real value, and on occasion they have been supplemented by loans, from a friendly garage owner, of such specialized extras as hub drawers and the like.

First acquisition should certainly be a set of open-end spanners; there are few places where they cannot be of use, except for such inaccessible points as recessed sump securing nuts. It is possible to find bargains in such sets very occasionally, but in general we get what we pay for; the novice would be well advised to buy the best available, even if it means building up a range one spanner at a time, rather than getting a full set at once. Usually the spanners will have the sizes in gradation in a set, so that, for example, $\frac{1}{4}$ Whitworth will be found as the larger size in one spanner and the smaller in another.

Next purchase might well be of box spanners—they are quite cheap and efficient, and they bear on all six flats of a nut, instead of two only as in an open-end spanner. They will deal with most nuts which a spanner cannot reach, except where there is insufficient headroom for the box above a nut; a more or less elaborate box spanner is often the only instrument for removing and replacing sparking plugs.

Ring spanners are particularly useful

Torsion wrench—the spring steel rod flexes under pressure, whilst the unstressed indicator pointer shows what torque is being applied. Below it are items in a socket set—from top to bottom a ratchet drive, set of ten sockets, extension, universal joint and T-driver

for dealing with nuts which are hard to reach, or partially enclosed by neighbouring components. Most of them have twelve-indentations, instead of the six of a box spanner, and a result is that they can be made to turn nuts in an arc of movement which is too restricted for an ordinary open-end spanner. Usually ring spanners are cranked to make them more convenient to use. They have one major disadvantage—they cannot be applied to, say, an oil or fuel pipe union, or to any nut where there is not free access and sufficient clearance for the ring of the spanner round the nut. Another point is that they must be a close fit to a good nut, since they bear on the corners rather than the flats.

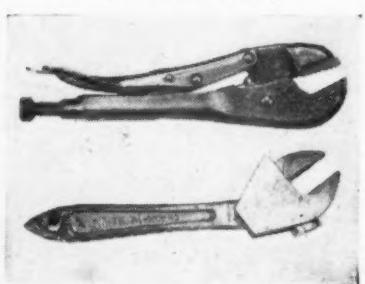
Most manufacturers of spanners nowadays have a range in which the shaft carries an open-end spanner at one end and the same fitting ring spanner at the other, and these are a useful compromise. Spanners usually are graded in length to the size of bolt to which they are likely to be put, and care must be taken not to apply too much leverage to them. The spanner will take it, but the threads of the nut or bolt probably will not, unless they are of high tensile steel.

A luxury to all but the professional or semi-professional mechanic is the socket set. This comprises basically a set of sockets, with nut-gripping faces similar to those of a ring spanner, and various means of turning them. They fit over a nut and stud, so that they cannot always be applied, though specially lengthened sockets are available as plug spanners.

Adjustable spanners are not really the easy solution one might expect—they should not serve as replacement for more orthodox spanners, though they can be a useful supplement. The correct size of spanner is by far the best tool to apply to a nut, for it will tighten or remove a nut without damaging it; it is easy with an adjustable one, when worn or of poor quality, not only to round the flats of a nut in applying pressure, but also to find the spanner slipping off, with damage to one's knuckles a likely consequence.

There are exceptions to such a generalization, of course. One can find good, strong adjustable spanners, and a small one is particularly useful for electrical work, in which no great force is needed. A big one will be handy for very large nuts, such as those of wheel bearing caps

A powerful wrench which locks on a nut or stud; its jaw gap is set by the finger-screw in the tip of the handle. Below: Continental self-adjusting spanner—the harder the pressure on it, the firmer the grip





Left: Spanners—a set of open-ended ones in their clip, ring spanners, with off-set rings, and a plug spanner. Right: Electrical outfit—small adjustable spanner, and low-tension test probe screwdriver; to the right a screwdriver with squared shank to which a spanner can be applied

and the like, which may be beyond the range of a normal spanner set.

Another exception is illustrated—a continental spanner in which the jaws close through a rack-and-pinion arrangement, as the handle swivels on the head; the more pressure one applies, the more tightly the nut is gripped, and such a tool may have a working range from a quarter-inch to 2½in opening.

There are on the market most useful wrenches—a British make is known as the Mole—in which the gap is adjusted by a milled screw, and the jaws then lock on a nut or stud by an over-centre, toggle linkage. This device will hold a bolt-head firm whilst its securing nut, otherwise out of reach, is removed—it is well termed a third hand—and its uses are legion both in the garage and out of it.

Mention has been made of socket sets, and the amateur mechanic who invests in such a kit may be interested in a rather expensive addition—a torsion wrench. This is a device which allows a definite and predetermined force to be applied to the tightening of a nut, and it is of special value in such matters as even tightening of cylinder head nuts. Such a gadget may cost up to £10, but the one illustrated cost only £1 10s, at a shop selling government surplus equipment. Its ½in square shank fits a standard range of sockets.

So much for spanners and wrenches; there are many others intended for

specialized applications, but they are unlikely to come within the needs of most motorists.

Reference has been made to the value of a small adjustable spanner in electrical servicing, and in this work a screwdriver is often needed. The plastic-handled kind is good, and one can obtain a set comprising a handle and interchangeable blades, say two of the usual slotted kind and two of the cross-bladed type.

A big screwdriver is also useful—one which will cope with such applications as the screws with which, in some cars, brake drums are located. It may have to serve also as a miniature crowbar on occasion, so it should be sturdy enough for such jobs, and it will not be cheap.

A most useful acquisition is a small electrical tester—a pocket screwdriver, the handle containing a bulb which can be earthed by a connecting wire and clip. When the blade is touched to "live" connections the bulb lights.

Hammers may be needed, and experience suggests that two of the orthodox kind will suffice—a small one for riveting and similar light duty, and a really big one for the desperation job, such as starting a big nut which has been tightened "solid". In such circumstances, a gentle tap with a light hammer is no good—it needs a really determined blow from a heavy hammer on a hefty, well-fitting spanner.

A useful special purpose hammer is the type in which the striking faces are of

copper, hide, rubber or hard plastic. These can be used without damaging the chromium plate of knock-off hub caps and the like.

Wheel nuts which have been secured with a garage "spider" will defy one's best efforts with the car manufacturer's bent-wire arrangement; the wheel brace illustrated is now, unfortunately, out of production, but similar tools are available in the accessory shops.

There are, of course, a host of smaller hand tools which are largely chosen on personal preference—pliers, side cutters, centre and pin punches, chisels and the like—and in this field one can rapidly accumulate a lot of gear which is of doubtful value. Probably the best course is to buy such equipment as and when the need arises.

General lubrication is taken care of by grease and oil guns—so long as the nipples can be made accessible. The writer finds the angle iron ramps illustrated almost as good as a pit or a hydraulic lift. Greasing is made easy by a gun which is small enough to be applied to "difficult" nipples, yet generates really high pressure. It is, unfortunately, made on the continent—its British-made counterparts are generally larger, and hence not so easily used in confined spaces, though they exert higher pressure by virtue of greater leverage.

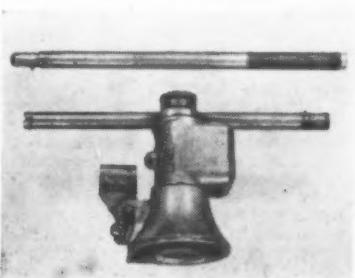
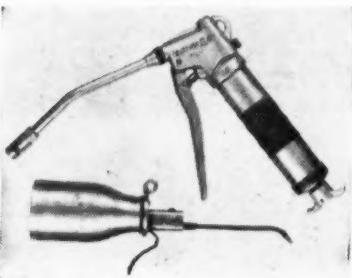
Finally, the jack; many cars nowadays have specialized lifting arrangements, and where they are provided they must be used, for an ordinary jack, used on a unit-construction car without due thought, can do a great deal of damage by applying pressure in a place which is not stressed for it. However, the little hydraulic jack illustrated was bought seven years ago, and has never failed to do its job, latterly on a car weighing a ton-and-a-half, without a half-pennyworth of servicing.

All the tools and gadgets mentioned are available either at good accessory and tool shops, or from advertisers in *The Autocar*.

H. H.



Below left: A powerful one-hand grease gun, and a squirt oil can which operates satisfactorily at any angle. Centre: Small but powerful, this hydraulic jack, with its sectional handle, has been in use for more than seven years without servicing of any kind. Right: Wheel nuts are unlocked with ample leverage, then the freely rotating milled grip permits them to be spun off. Above: Angle-iron, drive-on ramps lift the car by nearly a foot, giving room for work underneath





No trickery: three men stand on a flat toughened glass screen, supported only at its extremities, to illustrate its strength

gests that a flat toughened glass screen, after sudden, unexpected granulation, will usually blow in if the car speed is over 50 m.p.h. but that the new convex screens do not do so readily, and may remain intact at much higher speeds.

In very cold countries—Canada in winter, for example—the loss of a screen following granulation could be very serious. It is by no means outside consideration that the occupants might be frost-bitten or even frozen to death if held up or exposed for long. This is a serious drawback in toughened glass, and a talking point for laminated.

American Experience

To judge from accident statistics, America seems to suffer from more serious accidents than does the U.K. Making allowances for the fact that minor accidents are not always reported or recorded, it appears, even so, that collision speeds are often high on turnpikes and major roads in America, and pile-ups involving several cars are relatively more frequent. Additionally, the windscreens of American cars are of much bigger area than in most European cars. For all these reasons, injuries from broken screens seem to be more serious and numerous than in the U.K.

In passing, it is interesting to note the remarks of an American insurance spokesman, quoted in *The Daily Telegraph*. He said "Because of the increased amount of glass in the 1959 models of American cars, insurance rates for property damage are being raised. A spokesman for the National Automobile Underwriters' Association pointed out today that broken glass constitutes a major part of the losses for which compensation is provided." Double-curvature wrapround windscreens on new American cars are averaging 16 sq ft in area; this compares with 6 to 8 sq ft for the curved screen of a medium to large British car. The American screens referred to will be of laminated glass.

With such large screens, and using glass which can be penetrated by a blow of approximately a fifth the severity of that required to pierce a toughened screen, there is a considerable risk of a passenger being thrown straight through. Unhappily this is often followed by impact with something much harder and more solid outside the car, and which may be the cause of fatal injury to a hitherto mildly hurt passenger.

TRANSPARENT SAFETY . . .

CONT'D. FROM PAGE 104

Unhappily, too, it is not infrequent for a passenger's head alone to penetrate a screen, and it is then that laminated glass is seen at its worst. The broken pieces are large, sharp and spiked plate glass; they may be held tenaciously at one edge by the cemented plastic interlayer of the screen. They can form a lethal collar for a victim, and to free a lacerated and shocked person from a wreck without increasing injury can be a delicate and protracted business.

In America, also, increasing use is being made of toughened glass for side windows. Some investigations into side window glass injuries in accidents has been made by Cornell University Medical College. No controlled experiment type of study could be made, but 715 post-war cars, all involved in accidents in which injuries were sustained, came under investigation.

Of the 715 examined, 251 had sustained side window damage. Of the 1,672 occupants of the cars only 27 people (1.6 per cent) sustained side window glass injuries. Of these 20 minor and 6 moderate injuries occurred with laminated glass, and only 1 minor one with toughened glass. Since this is a comparatively recent study, it is probable that up to one third of the cars had toughened side windows, but without knowing the actual numbers fitted with each type of glass, these notes give no more than an indication of what is to be expected.

Freedom to Opt

Motorists occasionally ask why all British cars are not offered with laminated glass screens as an optional extra, particularly if such screens, when non-standard, have to be provided for export models. The answer given by companies who do not offer the option, is that the increase in overheads for stocking, scheduling and implementing options makes this an uneconomic proposition. Even so, it is the exception if a laminated screen cannot be obtained and fitted after delivery.

For models of which the greater part of the production is exported, laminated screens can nearly always be specified by home customers. For example, if the request is made when the order for the car is put through, the Minx and Rapier can be delivered with laminated screens for £3 plus £1 10s 0d purchase tax, and Humber for £7 plus £3 10s 0d P.T. The Standard Vanguard and Ensign can also be delivered with laminated screens as an extra at £4 plus £2 P.T.

Abroad, Ford cars exported with optional laminated windscreens cost, for Anglias and Prefects, an extra £3 17s, and for the Consul, Zephyr and Zodiac range, £8 8s. In the U.K. such screens can only be fitted afterwards by arrangement with a dealer, and purchase tax and labour charges are then involved.

The cost of the Visurit (plain glass disc inset) screen for say, the Simca Aronde, in this country, is approximately £6 more than for the standard safety screen.

Turning now to future developments of toughened glass for British use, it seems probable that the lack-of-vision difficulty will be tackled in two ways: the maximum grain size may be increased to, say, 15 and a minimum also fixed near that figure, and it may be possible further to increase grain size locally in front of the driver, without producing sizes and shapes of particle which would be dangerous. Vision

through large grains, say, size 10, of a screen that had held together should normally be sufficient to avoid collision.

Another important line of development is toward the elimination of any flaw which might lead to sudden unexpected granulation. New methods of inspection and testing may help in this respect. Basic research on glass has been somewhat neglected over the years, and laboratories such as that of Triplex, Ltd., at Balsall Common, are now helping to make up the leeway (Triplex do not manufacture glass). Examples of work in hand are the study of the molecular structure of glass and the effect of heat treatment; examination of surface properties with the aid of an electron microscope, hardness, internal energies, and early investigations of chemical surface treatment of glass.

One aim is to produce tempered glass of the familiar kind, but with an area in front of the driver so treated as to granulate into regular particles of about 1 sq in area, without leaving splines of glass at the boundaries.

To the questions why use glass at all—by now there should be a satisfactory plastic material—the quick answer is that there is not a suitable one. Transparent plastics which are resilient and relatively soft scratch very easily, whereas if they are made with the hardness qualities of glass they would behave in the same manner and produce the same sharp splinters as if they were glass. There is an American suggestion for a plastic protective inner screen to be used, together with a normal safety glass screen.

From the point of view of safety, there is a marked difference between the effects on the human body of a momentary high impact pressure such as that required to break through a toughened screen, and the lower but more sustained pressure required to penetrate a laminated screen. At present neither screen material offers sufficient resistance as to be likely to cause serious injury to the skull—particularly if a hat is being worn. But should a useful glass be developed which, however, would offer too high impact pressures, it should be possible to design the frame and sealing so that the glass knocked out complete.

Conclusions ?

At the beginning of this article it was stated that no definite conclusion could be drawn as to the superiority of one kind of safety glass over the other. Two qualified opinions may be offered, however, in addition to the statement that for all car windows except the windscreens itself, toughened glass seems to be superior.

The first is that laminated glass, while costing more, has definite advantages for windscreens if, by means of safety belts or other devices, passengers can be prevented from hitting the screen in the event of a major collision. The second is that if toughened glass screens, or portions of them, can be cured of involuntary granulation and disintegration, it could be superior except in a few countries where exposure to cold could in itself endanger life.

Investigations by the Road Research Laboratory suggest that toughened glass is superior to laminated in respect of injuries caused in major accidents.

Car manufacturers and their customers would readily pay a little more for a safety glass windsreen that met all the requirements.

M. A. S.

Price of Versatility

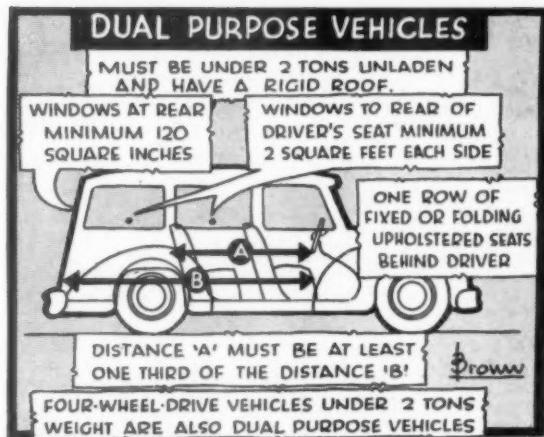
RECENT announcement in the House of Commons that work is in hand to consolidate the Road Traffic Acts—a long overdue reform—is a reminder, if one were needed, of the many anomalies in the legislation concerning motor vehicles. Not least are those affecting the dual-purpose vehicle—shooting brake, station wagon, estate car are three terms for it, indicating in some degree its versatility—and, in its latest form, the self-propelled caravan, which is rapidly increasing in popularity. The anomalies are, perhaps, most evident in their effects on speed limits which, apparently, may be determined by the physical arrangement of furnishings in a caravan, or by whether those furnishings are held to be equipment of the vehicle, or goods which are being carried.

There follows a résumé of the law as it concerns dual-purpose vehicles, supplemented by comments from the caravan user's point of view:

The Motor Vehicles (Variation of Speed Limit) Regulation, 1956, which came into operation on 1 May 1957, provides a general maximum speed limit of 30 m.p.h. (reduced to 20 m.p.h. under certain circumstances) for goods vehicles. These are defined as vehicles constructed or adapted for use for conveyance of goods or burden of any description, but not including dual-purpose vehicles; the speed limit applies on all roads, and whether the vehicle is carrying goods or not.

Dual-purpose vehicles which are exempt from speed limit (except in built-up areas, of course) are defined by these and other regulations as vehicles constructed or adapted for the carriage of both passengers, and goods or burden of any description, and which satisfy the following conditions:

- (1) They must be under two tons unladen weight and be a four-wheel-drive vehicle. (This means that the Jeep, Land-Rover and Austin Gipsy types of vehicle are classed as dual-purpose.)
- (2) They must be under two tons unladen weight and have a rigid roof, while the area to the rear of the driver's seat must:
 - (a) be permanently fitted with a row of cross seats, fixed or folding, which must be upholstered or sprung, with back rests similarly upholstered or sprung, attached to the seat or side or floor of the vehicle;
 - (b) have windows in each side, a minimum of 2 sq ft in area, and windows at the rear of the vehicle a minimum of 120 sq in;



(c) the distance between the rearmost part of the steering wheel and the back rests of the seats specified (A in diagram) must be at least one-third of the distance from that steering wheel to the rearmost part of the floor of the vehicle (B in diagram).

The question arises as to whether a mobile caravan is subject to a speed limit. If it is a goods vehicle then it is so subject, but if it satisfies either of the conditions (1) or (2) above, then it is a dual-purpose vehicle and is, therefore, exempt from speed limit.

Our Caravan Expert comments: Apparently the arrangement of the furniture in a self-propelled caravan determines its speed limit classification—assuming that it has only rear-wheel drive, as most have.

If, for instance, the bed settee is situated along one wall then, it would seem, the regulations are not satisfied, and the vehicle is subject to a constant limit of 30 m.p.h. On the other hand, if the bed settee is placed in a transverse position then the vehicle is exempt from the constant 30 m.p.h. limit. It is not clear, however, whether the bed settee forming the qualifying transverse seating must extend the whole width of the van.

There is also the qualification that the caravan must have a rigid roof. Does this exclude those having a portion which raises to provide headroom when stationary?

Books Received

Lotus—The First Ten Years, by Ian H. Smith. Published by Motor Racing Publications, Ltd., 52, Doughty Street, London, W.C.1. Price £1 1s.

It is one of the tragedies of the automobile industry that much of its early history has passed unrecorded, and many of the smaller firms which made a contribution to its development have passed into oblivion. What absorbing reading it would have made if the accomplishments of such firms had been recorded as well as Ian Smith has chronicled the achievements of Lotus in this very worth-while book. Keen students of motoring history can have a full guinea's-worth of entertainment and improve their knowledge by purchasing this book.

The phenomenal rise of the Lotus Company has been centred around Colin Chapman who, with a flair for getting things done in spite of many handicaps, backed by academic knowledge and sound appreciation of practical difficulties, has literally built up the fortunes of his firm from a backyard to being a front-line manufacturer in his specialized field. The story is written in a well-balanced blend of history, technical achievement and the human angle, for Chapman has been fortunate in the help and loyalty he has received from his associates in this project. This book is a complete history

of Lotus from its meagre beginnings to the end of 1957, and it can be read not only for entertainment but can be absorbed by the younger generation who think there is little opportunity in the modern world. There is no more difficult field to enter than the motor industry, and this book shows that, provided one has the ability and tenacity of a Chapman, there are still many fields yet to conquer.

Rover Cars, by V. H. Watson, published by C. Arthur Pearson, Ltd., Tower House, Southampton Street, Strand, London, W.C.2. Price 10s 6d.

A new volume in the publisher's car maintenance and repair series, this is a practical guide to Rover models from 1934, up to and including the 105; because of the individual nature of so much of Rover specification through the years, little space is devoted to features which are common to most cars—standard electrical equipment, and top overhaul, for example—and attention is concentrated on the special features of the make, in sections dealing with each major component in turn. There is a special chapter devoted to the characteristics and servicing of the Roverdrive transmission fitted to the 105R.

Ford Popular Handbook, by Staton Abbey. Published by Sir Isaac Pitman and Sons, Ltd., Pitman House, Parker Street, Kingsway, London, W.C.2. Price 5s.

In addition to useful guidance on maintenance and top overhaul of Ford Popular models from 1953 to 1958, a chapter is included suggesting ways of tuning the engine for enhanced performance, and quoting sources of supply of high-compression cylinder heads and the like. The book does not, however, depart from the manufacturer's practice of advising reference to approved garages for anything more than the minor attentions often done by owners for themselves.

Automobile Electrical Maintenance, by A. W. Judge. Published by Sir Isaac Pitman and Sons, Ltd., Pitman House, Parker Street, Kingsway, London, W.C.2. Price 15s 6d.

This is the fourth, revised edition of an important volume in the publishers' automobile maintenance series. In addition to textual revision, a new chapter has been added describing the operation of and maintenance required by more recent electrical equipment such as winking indicators, the latest Lucas voltage regulator boxes, current-voltage regulator units, and giving ignition timing adjustments appropriate to current grades of fuel.



The Sport

A GREAT DEAL of publicity has been given to the Cooper-B.R.M. project—and rightly, too; it came, fortuitously, but at precisely the right moment, offsetting to some extent the dismal news that Tony Vandervell's health required that he should withdraw from racing. At least, the public felt, as one British constructor went out of business, another came forward to take his place—and, perhaps to provide our two greatest drivers with cars for this season's events.

To what extent this project may develop is not known at present; so far, a B.R.M. engine (or engines as, presumably, a spare will be necessary) is to be supplied to Rob Walker, to be fitted into his 1959 formula 1 Cooper chassis, and raced by Stirling Moss at Goodwood (if time permits) and at Monte Carlo. That the Cooper itself is a potential winner was demonstrated clearly last season; giving away half-a-litre to the opposition, Coopers won the Argentine and Monaco G.P.s, and finished second in the German G.P. In fact, Cooper's record of wins was equal to that of Ferrari. Separately, both engine and chassis have been proved and, to judge by Moss' confidence, the combination should be excellent; the transmission and five-speed box have yet to run, however. It is tremendously encouraging, and one sincerely hopes that, despite their own commitments, B.R.M. will be able to fulfill their side of the arrangement.

A logical follow-up to this single Cooper-B.R.M. would be further Cooper-B.R.M.s—and Lotus-B.R.M.s—with the B.R.M.s themselves still racing, but, at the same time, providing a test-bed for semi-production engines. With only two seasons left of the present 2½-litre formula, and no time in which to start afresh and develop new designs, this seems the only way in which British supremacy may be maintained; we have at present no other full formula 1, 2½-litre engine, only the prospect of the new Climax unit later in the season and the Aston Martin—as yet an unknown quantity.

There is no doubt that Alfred Owen's undertaking to power this Rob Walker car is a most progressive and openhearted move.

IN ITALY plans are taking shape for the coming season, and my correspondent there tells me that Ferrari have already had out on the Autodrome at Modena one of their 1959 formula 1 cars, Behra taking it round in 58.5sec, though their test driver, Severi, has lowered this to 58.4sec—a new unofficial record. All the cars under construction have Dino 256 engines of 86×71 mm (2,451 c.c.), and there is a new final drive unit in which the gear box is mounted below rather than in front of the differential. Dunlop disc brakes and tyres and Koni dampers will be used on all racing and sports cars, but drum brakes will be retained on the Gran Turismo models, Enzo Ferrari's view being that the typical driver of a Gran Turismo car is better served with drum brakes, which do not need as delicate a touch as discs. He has

also talked of an altogether new, smaller Gran Turismo model for next winter, using the Type 196, 2-litre, vee-6 engine; it will no longer be called a Ferrari; apparently, but will be named after his late son, Dino.

For sports car events, work is proceeding simultaneously on a 3-litre vee-6 with de Dion rear axle, and on a much lightened version of the Testa Rossa with the vee-12 engine. The smaller Type 196/206 with rigid rear axle will probably be fitted with the simpler single camshaft-per-bank version of the vee-6, 1,986 c.c. engine, even for the works cars. This 2-litre sports car is not yet for sale to private owners, but it will be eventually.

FOLLOWING my comments last week about finishers' awards in the Sestriere Rally, and my suggestion that the R.A.C. should do likewise, came a letter from the London Motor Club reminding me that they did, in fact, have such a thing for their London Rally last year. Furthermore, year bars are awarded, the colour depending on performance in the rally—red for expert finishers, green for novices, and white for a non-finisher, with blue and black for marshals and officials respectively.

B.T. AND R.D.A. HAVE ISSUED the results of their 1958 competitions. E. Jackson won the Gold Star Trials' Competition, with E. Harrison as runner-up; Gold Star Rally Competition was won by R. A. Gouldbourne (who also won it in 1957), the Ladies' Silver Garter by Mrs. P. Mayman, the Silver Star Rally Competition by T. A. Gold, the Stross International Trophy by E. Harrison and the Flather Star Driving Test by I. Mantle. List of events qualifying for this year's British Trials and Rally Drivers' Association Competitions is available.

In marked contrast with the simple space frames of most British sports racing cars, this one, for a new 2-litre sports Maserati, is very complex, yet is said to weigh only 80lb

Cooper-B.R.M. Ferrari Plans Trials Gold Star

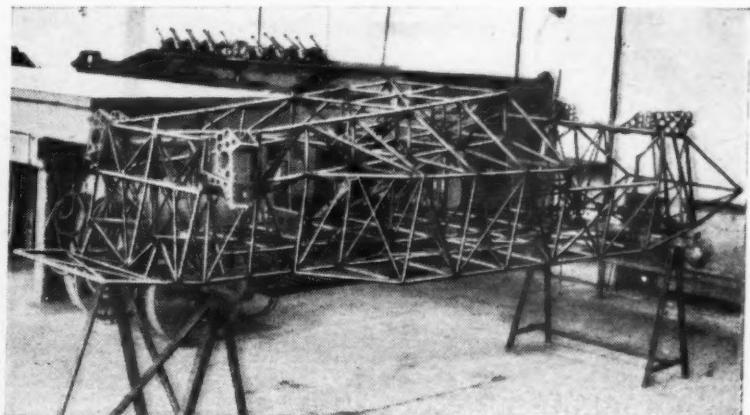
BY PETER GARNIER

A RECORD NUMBER of Mobilgas Economy Runs are to be held in various parts of the world in 1959, including six in Europe and others in America, Australasia, the Far East and Africa. The regulations for the British Economy Run, to be held from 18-22 April, are available from Holland Birkett, 228, Fleet Road, Fleet, Hampshire. The event will be limited to 40 normal series production cars of British origin and manufacture.

AT BOLOGNA, the Maserati brothers are working on a new 2-litre Osca engine which will go into the long-wheelbase, 1½-litre sports chassis, and a new 750 c.c. engine is also being developed, but desmodromic valve gear, until recently associated with engine developments at Osca, does not seem to be mentioned. Works drivers for this year are Colin Davis and Giulio Cabianca.

RUMOURS CONTINUE to flourish on the future of Maserati; one of these has it that Orsi has just sold his firm to a German concern, and that he chose from an American and a German bid, his decision permitting him to retain an interest in the business. Ugolini, previously competitions manager, is still managing director, and work continues on the 3½-litre Gran Turismo coupés. A drop-head version with bodywork by Carrozzeria Frua is to be introduced at the Geneva Show.

Limited development work continues on racing and sports cars, and a new 3-litre, vee-12 engine has been fitted into the two-year-old Mille Miglia chassis, which had the 3½-litre vee-12 unit. Italian interest in the 2-litre sports car class is shown by a photograph (below) of a new, incredibly complicated tubular frame for a sports-racing Maserati powered by the 4-cylinder, 2-litre engine with modified cylinder head, producing 210 b.h.p.; it will be mounted at an angle



of 45 deg to the vertical. The car is to be built in small numbers for sale. Modifications are being made to the Eldorado-Maserati, driven by Moss at Monza, which will be entered for this year's Monza 500.

RACING FILMS for loan to motor clubs and similar organizations are available from the Nottingham Sports Car Club, Ltd., whose honorary secretary is A. Knowles, Leen Valley Dyeworks, Bulwell, Nottingham. Of the seven 16mm films with sound, all but one are in colour, and cover various meetings during the past three years at Silverstone, Mallory Park and Gamston. Clubs borrowing these films are usually asked to make a donation to the British Motor Racing Relief Fund.

RACE AND RALLY REGULATIONS RECEIVED

Bristol M.C. and L.C.C.—Third Bristol Rally, 14-15 February, restricted event covering 280 miles. Entries by 1 February (fee £1 10s, teams 15s) to D. Duffy, Silverden, Ridgeway, Long Ashton, Bristol.

Sporting Owner Drivers' Club.—Rallye Dubonnet, 14-15 February, from Dunstable. Restricted event, details from D. Ayers, Bruce Cottage, Well Head Road, Totternhoe.

Cemian M.C.—Navigation School, 26 February, 8 p.m., The Lotus Restaurant, Norris Street, Haymarket, London, W.1.

Hants and Berks M.C.—Mobilgas Economy Run, 18-22 April, from The Royal Ascot Hotel, Ascot, Berkshire. Entries, fee £5 5s, by 21 February to H. Birkett, 228, Fleet Road, Fleet, Hampshire.

B.A.R.C. (S.W.).—Treasure Hunt, 15 February, from the Square, Wickham, near Fareham, 2 p.m. Closed event. Details from W. Short. South Western Rally, 7 March. Restricted event of about 12 hours duration. Regulations from W. Short, 5, Brownhill Road, Chandlers Ford, Eastleigh, Hampshire.

Thames Estuary A.C.—National Cat's Eyes Rally, 7-8 February, from Little Brickhill Service Station, London-Birmingham Road A.5, Near Bletchley, Buckinghamshire, 4.01 p.m., and Lamb's Garage, Southend Road, Woodford Green, Essex, 4.47 p.m. Entries by 29 January, individual fee £4 4s, individual team entry fee £1 10s per team, Club team entry fee £1 per team, to S. L. Offord, 68, Exford Road, Westcliff-on-Sea, Essex.

Lothian C.C. (Edinburgh).—Closed driving tests, 8 February, Riccarton Estate, Midlothian, 12.30 p.m. Entries, fee 10s, to T. B. Weller, 47a, George Street, Edinburgh 2, by 4 February.

Club News

London M.C.—Coventry Cup Trial is now to be held on 22 February at 10.30 a.m.; amended closing date for entries will be 16 February.

Airedale and Pennine M.C.C.—Provisional results of the Airedale Rally on 4 January were:

1. Ford Anglia (G. F. Chippendale and R. Hudson), 170 marks lost; 2. Ford Anglia (B. M. Chippendale and A. J. de L. Taylor), 160; 3. Morris Minor (W. H. and S. G. 400); 4. Volkswagen (C. P. Birkett and R. Medley), 490; 5. Ford Thames (M. Grass and K. J. Pollard), 640.

Hagley and District L.C.C.—The following are the results of the Production Car Trial held at Kinver on 4 January:

Whittington Cup: Ford (M. Hindle), 57 marks lost. First-class awards: Morgan (C. Fidler), 89; Morris (D. H. Holland), 125; Thames (A. E. Marsh), 91; Renault Dauphine (F. D. Woodhall), 50. Second-class awards: Riley (N. H. Greenhill), 128; Ford (R. L. Hayes), 152; Vanguard (F. D. Wilson), 121.

Hants and Berks M.C.—Results of the Pairs Point-to-Point match race meeting on 4 January were:

1. Triumph TR3 (R. Michelkiewicz) and Austin A.35 (E. K. Burton), 3,007 marks; 2. Volkswagen (Dr. J. D. Nelms) and Gazelle (R. D. Gotts), 2,880; 3. M.G. Magnette (J. Higginson) and Wolseley (Mrs. John), 2,734; 4. Gaze (A. K. Hirst) and Morris Minor (D. O. Hayes), 2,703.

Bristol M.C. and L.C.C.—The following are the results of the Poole Trophy Trial held on 10 January:

Poole Trophy: Austin A.35 (N. Kell), 1,170 marks lost. Navigator's award: I. G. McLeod; first class award: M.G. Magnette (B. S. Harding), 1,270.

S.U.N.B.A.C.—At the annual dinner and dance in Sutton Coldfield, the President of the Club, E. Dennis Rowlands, announced that S.U.N.B.A.C. would be holding sprint meetings at Ragley Hall near Alcester, the first in April. Trophies were presented by the Mayoress of Sutton Coldfield, and international rally driver, Mrs. Lola Grounds.

FROM GERMANY we hear that Joachim Bonnier, who drove in the Borgward sports car team last year, has joined von Trips and Edgar Barth in the Porsche team. Von Trips is about again, but his injured knee is not quite right yet, and it is just possible that, if it does not improve, an operation may be needed in about a year's time.

ANNUAL DANCE of the Owen Racing Motor Association will be held at the Century Hotel, Wembley Park, on 27 February, with Ronald Greene, as last year, acting as M.C. Dancing to Jack Palmer's Band will start at 8 p.m. Tickets, 10s 6d each, are available from O.R.M.A. at Kent House Market Place, Oxford Circus, W.1.



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Welbeck Viewpoint
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COMING SHORTLY

JANUARY 24.—Herts County A and A.C. Rally Called Fraed, from Water's Garage, Barnet By-Pass, Hatfield, Hertfordshire, 7 p.m.

24-25.—Harrow C.C. evening rally, Rickmansworth, 8.30 p.m.

25.—Nottingham S.C.C. Pilkington Rally, Grosvenor Hotel, Mansfield Road, Nottingham, 10.31 a.m.

25.—Dowty M.C. Wild-Man Rally, from Coronation Square, Cheltenham, 2 p.m.

25.—Stockport, Cavendish and Glossop and District C.C.'s Five Ways Rally, from Fiveways Hotel, Hazel Grove, 8 a.m.

25.—Waterloo and D.M.C. Lowland Rally, Pheasant, Hightown, 2.31 p.m.

25.—B.A.R.C. (N.W.) and R.A.F. Association Club, Coronation-Chairman's Rally from Horsman's Garage, Queensferry, 10.46 a.m.

25.—Old Merchant Taylors' M.C. January Jaunts, from Durrants, Croxley Green, near Watford, Hertfordshire and The Taplow service road on A.4, at 3 p.m.

FEBRUARY 1.—M.C. C.C. (N.W.) Spring Rally, Langroyd Hall, Colne, 11.30 a.m.

7-8.—Thames Estuary A.C. Cat's Eyes Rally, from Little Brickhill, near Bletchley, 4.01 p.m., and Lamb's Garage, Woodford Green, Essex, 4.47 p.m.

8.—Lothian C.C. (Edinburgh), closed driving tests at Riccarton Estate, Midlothian, 12.30 p.m.

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£745 MORRIS 1957 Isis saloon.
£695 AUSTIN 1957 A55 saloon.
£645 MORRIS 1956 Oxford Traveller.
£550 RENAULT 1956 Dauphine saln.
£495 AUSTIN 1957 A35 saloon.
£495 FORD 1955 Zephyr saloon.
£475 FORD 1954 Zodiac saloon.
£450 VAUXHALL 1954 Wyvern saln.
£375 TRIUMPH 1952 Renown saloon.

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NEW CAR PRICES

	-U.K. List	With Tax		U.K. List	With Tax
A.C.	£ s d	£ s d	Daimler (Cont.)	£ s d	£ s d
Ace	1,188 0 0	1,783 7 0	DK 400B	2,875 15 4	4,315 0 0
Ace-Bristol	1,443 0 0	2,165 17 0	Hooper Limousine	4,385 0 0	6,578 17 0
Acea	1,446 0 0	2,170 7 0	D.B.		
Super Sprint	1,700 0 0	2,551 7 0	Rally HBR5	1,299 2 0	1,950 0 0
ALFA-ROMEO			DELLOW		
Giulietta	1,278 0 0	1,918 0 0	Mark VI	575 0 0	862 17 0
Giulietta TI	1,395 0 0	2,093 17 0	D.K.W.		
Giulietta Veloce	1,798 0 0	2,698 7 0	Fixed-head	860 0 0	1,291 7 0
1900 Super	1,665 0 0	2,498 17 0	Four-door	899 0 0	1,349 17 0
Super Sprint	2,250 0 0	3,376 7 0	Universal estate car	930 0 0	1,396 7 0
ALLARD			1000 fixed-head	978 0 0	1,468 7 0
Palm Beach (Ford)	1,050 0 0	1,576 7 0	DODGE		
Palm Beach (Jaguar)	1,300 0 0	1,951 7 0	Custom Royal	2,040 0 0	3,061 7 0
Gran Turismo	1,700 0 0	2,551 7 0	EDSEL		
ALVIS			Corsair	1,808 0 0	2,713 7 0
3-litre	1,995 0 0	2,993 17 0	FACEL VEGA		
Convertible	2,195 0 0	3,293 17 0	FVS hardtop	3,150 0 0	4,726 7 0
AMBASSADOR			(automatic)	2,980 0 0	4,471 7 0
Super 4-door	1,630 0 0	2,446 7 0	FAIRTHORPE		
Estate Car	1,725 0 0	2,588 17 0	Atomota	426 0 0	640 7 0
Custom 4-door	1,700 0 0	2,551 7 0	Electron Minor	479 0 0	719 17 0
Country estate car	1,795 0 0	2,693 17 0	Electron Mk. II	769 0 0	1,154 17 0
ARMSTRONG SIDDELEY			FERRARI		
Sapphire 346	1,100 0 0	1,651 7 0	250 G.T. Coupé	4,200 0 0	6,469 7 0
(automatic)	1,195 0 0	1,793 17 0	FIAT		
Star Sapphire	1,763 0 0	2,645 17 0	500 convertible	370 0 0	556 7 0
Sapphire 346 limousine	1,910 0 0	2,866 7 0	600	432 0 0	649 7 0
(automatic)	2,099 0 0	3,149 17 0	Convertible	452 0 0	679 7 0
ASTON-MARTIN			Multiplo 4/5	532 0 0	799 7 0
DB Mk. III	2,050 0 0	3,076 7 0	Multiplo 6	540 0 0	811 7 0
Special series	2,120 0 0	3,181 7 0	1100	578 10 0	869 2 0
Convertible	2,300 0 0	3,451 7 0	1100 Family	750 0 0	1,126 2 0
DB4	2,650 0 0	3,976 7 0	1200 Full light	798 10 0	1,199 2 0
ASTRA			1400B	774 0 0	1,182 7 0
Utility	308 0 0	471 16 0	1900B	980 0 0	1,471 7 0
AUSTIN			1900B Full Light	1,385 0 0	2,078 17 0
A.35 2-door	379 0 0	569 17 0	FORD (American)		
2-door de luxe	387 15 0	582 19 6	Galaxie Skyliner convt	2,068 0 0	3,073 0 0
A.35 4-door	396 10 0	596 2 0	Thunderbird Pillarless	2,195 0 0	3,293 17 0
4-door de luxe	400 0 0	661 7 0	FORD (Canadian)		
Countryman	444 0 0	667 7 0	Fairlane 500	1,529 0 0	2,294 17 0
A.40	450 0 0	676 7 0	Pillarless	1,567 0 0	2,351 17 0
A.40 de luxe	458 0 0	689 2 0	Estate car	1,751 0 0	2,627 17 0
A.35 Cambridge	538 0 0	808 7 0	FORD		
A.35 de luxe	570 0 0	856 7 0	Popular	295 0 0	443 17 0
A.95 Westminster	689 0 0	1,040 17 0	Anglia	380 0 0	571 7 0
A.95 de luxe	719 0 0	1,079 17 0	Anglia de luxe	400 0 0	601 7 0
Countryman	834 0 0	1,252 7 0	Prefect	415 0 0	673 17 0
A.100	823 0 0	1,235 17 0	Prefect de luxe	438 0 0	658 8 0
(automatic)	885 10 0	1,329 12 0	Escort	434 0 0	652 7 0
Vanden Plas	982 10 0	1,475 2 0	Squire	463 0 0	695 17 0
Gipsy	1,045 0 0	1,568 17 0	Consul	545 0 0	818 17 0
(diesel)	650 0 0	650 0 0	Consul de luxe	580 0 0	871 7 0
	755 0 0	755 0 0	Convertible	660 0 0	991 7 0
AUSTIN-HEALEY			Estate car	760 0 0	1,141 7 0
Sprite	445 0 0	686 17 0	Zephyr	610 0 0	916 7 0
100-Six	817 0 0	1,226 17 0	725 0 0	1,088 17 0	
BENTLEY			Convertible	778 0 0	1,168 7 0
Series S	3,695 0 0	5,542 17 0	Estate car	825 0 0	1,238 17 0
L.W.B.	4,595 0 0	6,890 17 0	Zodiac	675 0 0	1,013 17 0
Hooper	5,090 0 0	7,636 7 0	(automatic)	790 0 0	1,187 7 0
H. J. Mulliner	5,455 0 0	8,183 17 0	Convertible	873 0 0	1,310 17 0
James Young	4,990 0 0	7,486 7 0	Estate car	895 0 0	1,343 17 0
Continental			FORD (Germany)		
H. J. Mulliner 2-door	5,275 0 0	7,913 17 0	12M	702 0 0	1,054 7 0
Four-door	5,355 0 0	8,033 17 0	15M	763 0 0	1,145 17 0
Park Ward	4,995 0 0	7,493 17 0	FRAZER NASH		
James Young 2-door	5,385 0 0	8,078 17 0	Sebring	2,500 0 0	3,761 7 0
Four-door	5,465 0 0	8,198 17 0	FRISKY		
BERKELEY			Coupe and Sport	332 0 0	499 7 0
Two-seater 328 c.c.	332 7 6	490 18 3	Spring	450 0 0	676 7 0
492 c.c. de luxe	432 9 0	650 0 0	GOGGOMOBIL		
Foursome	484 8 0	727 19 0	Regent 300	329 0 0	494 17 0
B.M.W.			Regent 400	342 6 0	514 16 0
501 2.6	1,638 0 0	2,458 7 0	Mayfair 300	416 0 0	625 7 0
502 2.6	1,792 0 0	2,678 7 0	Convertibile	458 0 0	688 17 0
502 3.2	1,970 0 0	2,956 7 0	Mayfair 400	428 13 4	644 7 0
502S 3.2	2,165 0 0	3,248 17 0	Convertibile	471 0 0	707 17 0
503 cabriolet coupé	3,500 0 0	5,251 7 0	Royal T.700	473 0 0	710 17 0
507	3,100 0 0	4,651 7 0	HILLMAN		
BORGWARD			Minx Special	498 0 0	748 7 0
Isabella	830 0 0	1,245 7 0	Minx de luxe	529 0 0	794 17 0
Combi estate car	880 0 0	1,321 7 0	Convertible	598 0 0	898 7 0
Touring sport	950 0 0	1,426 7 0	Estate car	598 0 0	898 7 0
TS coupé	1,330 0 0	1,996 7 0	Husky	465 0 0	698 17 0
BRISTOL			HUMBER		
406	2,995 0 0	4,493 17 0	Hawk	840 0 0	1,261 7 0
BUICK			(automatic)	955 0 0	1,433 17 0
Invicta	2,335 0 0	3,503 17 0	Estate car	975 0 0	1,463 17 0
Convertible	2,210 0 0	3,316 7 0	Touring limousine	1,020 0 0	1,381 7 0
CADILLAC			Super Snipe	995 0 0	1,493 17 0
6029 Fleetwood	3,600 0 0	5,401 7 0	(automatic)	1,110 0 0	1,666 7 0
6339	3,300 0 0	4,951 7 0	Estate car	1,160 0 0	1,741 7 0
CHEVROLET			Touring limousine	1,095 0 0	1,643 17 0
Biscayne	1,390 0 0	2,086 7 0	ISSETTA (Gt. Britain)		
Bel Air	1,430 0 0	2,146 17 0	300	265 15 0	399 19 6
Impala hardtop	1,515 0 0	2,273 17 0	600	449 0 0	676 0 0
Corvette	2,050 0 0	3,076 7 0	JAGUAR		
CHRYSLER			2.4	996 0 0	1,495 7 0
300C	2,740 0 0	4,111 7 0	(automatic)	1,139 0 0	1,709 17 0
Convertible	2,960 0 0	4,441 7 0	Special equip. model	1,019 0 0	1,529 17 0
Imperial	2,885 0 0	4,238 17 0	3.4	1,114 0 0	1,672 7 0
Crown	3,045 0 0	4,568 17 0	(automatic)	1,242 0 0	1,864 7 0
2.c.v.	389 0 0	598 7 0	XK 150 hardtop	1,175 0 0	1,763 17 0
ID19	998 0 0	1,498 7 0	1,303 0 0	1,955 17 0	
DS19	1,150 0 0	1,726 7 0	Special equip. model	1,292 0 0	1,939 7 0
DAIMLER			Convertible	1,195 0 0	1,793 17 0
One-O-Four	1,595 15 4	2,395 0 0	Mark VIII	1,219 0 0	1,829 17 0
Majestic	1,662 8 8	2,495 0 0	(automatic)	1,331 0 0	1,997 17 0
DK 400A	2,795 14 5	4,195 0 0	Mark IX	1,329 0 0	1,994 17 0
			Mark X	1,441 0 0	2,162 17 0

NEW CAR PRICES

	U.K. List	With Tax		U.K. List	With Tax
JENSEN	£ s d	£ s d	RENAULT	£ s d	£ s d
541	1,435 0 0	2,153 17 0	750	437 0 0	656 17 0
541 de luxe	1,750 0 0	2,626 7 0	Dauphine	505 0 0	758 17 0
541R	1,910 0 0	2,866 7 0	Frigate	894 10 0	1,343 2 0
Interceptor	1,800 0 0	2,701 7 0	Transfleuve	987 0 0	1,481 17 0
LANCIA			Manoir estate car	1,032 0 0	1,549 7 0
Appia Series II	1,125 0 0	1,688 17 0	Domaine estate car	894 10 0	1,343 2 0
Aurelia Gran Turismo	2,330 0 0	3,346 7 0	RILEY		
Flaminia	2,500 0 0	3,715 7 0	One-point-five	575 0 0	863 17 0
LINCOLN			Two-point-six	940 0 0	1,411 7 0
Continental Mark IV			(automatic)	1,045 0 0	1,568 17 0
Pillarless	3,724 0 0	5,587 7 0	ROLLS-ROYCE		
LLOYD			Silver Cloud	3,795 0 0	5,693 17 0
LP600	390 0 0	586 7 0	Limousine	4,595 0 0	6,783 17 0
LC600 Cabrio	427 0 0	641 17 0	Hooper	5,185 0 0	7,778 17 0
LS600 Combi	405 0 0	608 17 0	H. J. Mulliner	5,550 0 0	8,326 7 0
LOTUS			James Young	5,085 0 0	7,628 17 0
Seven	690 0 0	1,036 7 0	Silver Wraith		
Elite	1,300 0 0	1,951 7 0	Park Ward	5,493 0 0	8,243 17 0
Sports	1,021 0 0	1,511 2 0	7-passenger	5,805 0 0	8,708 17 0
Club	1,309 0 0	1,937 7 0	H. J. Mulliner	5,625 0 0	8,438 17 0
Le Mans 75	1,625 0 0	2,405 4 0	Hooper Limousine	5,630 0 0	8,446 7 0
MERCEDES-BENZ			7-passenger	5,805 0 0	8,708 17 0
180	1,195 0 0	1,793 17 0	James Young	5,680 0 0	8,521 7 0
180D (diesel)	1,295 0 0	1,889 17 0	ROVER		
190	1,250 0 0	1,876 7 0	60	899 0 0	1,349 17 0
190SL	1,920 0 0	2,896 7 0	75	985 0 0	1,478 17 0
219	1,430 0 0	2,146 7 0	90	1,025 0 0	1,538 17 0
220S	1,595 0 0	2,393 17 0	105	1,085 0 0	1,628 17 0
220SE	1,862 0 0	2,794 7 0	3-litre	1,175 0 0	1,763 17 0
300 (automatic)	3,600 0 0	5,401 7 0	(automatic)	1,280 0 0	1,921 7 0
300SL Roadster	3,750 0 0	5,626 7 0	Land-Rover II 88	640 0 0	640 0 0
MERCURY			Diesel	740 0 0	740 0 0
Monterey	1,839 0 0	2,759 17 0	109½ Basic	730 0 0	730 0 0
MESSERSCHMITT			Diesel	820 0 0	820 0 0
Ts500	435 0 0	651 5 8	107½ estate car	815 0 0	1,223 17 0
METROPOLITAN			SIMCA ARONDE		
Hardtop	498 10 0	749 2 0	Aronde de luxe	532 0 0	799 7 0
Convertible	516 0 0	775 7 0	Aronde Chatelaine	650 8 0	976 17 0
M.G.			Aronde Super de luxe	565 0 0	848 17 0
MGA	663 0 0	995 17 0	Elysée	615 0 0	923 17 0
Hardtop	724 0 0	1,087 7 0	Montlhéry	632 0 0	949 7 0
Twin Cam	843 0 0	1,265 17 0	Grand Large	699 0 0	1,049 17 0
Magnette	714 0 0	1,072 7 0	Monaco	725 0 0	1,088 17 0
MORGAN			Plein Ciel hardtop	1,012 0 0	1,519 7 0
4/4 2-seater	498 0 0	748 7 0	Océane convertible	1,065 10 0	1,599 12 0
Competition	550 0 0	826 7 0	SIMCA VEDETTE		
Plus 4 (TR) 2-seater	645 0 0	968 17 0	Beaulieu	965 10 0	1,449 12 0
4-seater	660 0 0	991 7 0	Chambord	1,100 0 0	1,651 7 0
Coupe	693 0 0	1,040 17 0	Marily estate car	1,265 0 0	1,898 17 0
MORRIS			SINGER		
Minor 1000 2-door	416 0 0	625 7 0	Gazelle IIA	598 0 0	898 7 0
2-door de luxe	433 10 0	651 12 0	Convertible	665 0 0	996 17 0
4-door	441 0 0	662 17 0	Estate car	665 0 0	998 17 0
4-door de luxe	462 0 0	694 7 0	SKODA		
Tourer	416 0 0	625 7 0	440	525 0 0	788 17 0
Tourer de luxe	433 0 0	651 12 0	Estate car	695 0 0	1,043 17 0
Traveller	471 10 0	708 12 0	450 convertible	725 0 0	1,088 17 0
Traveller de luxe	488 10 0	734 2 0	STANDARD		
Cowley	555 10 0	834 12 0	Eight	430 0 0	646 7 0
Oxford III	589 0 0	884 17 0	Ten	440 0 0	661 7 0
Traveller	665 0 0	999 17 0	Pennant	485 0 0	728 17 0
N.S.U.			Companion estate car	491 0 0	743 17 0
Prinz	426 2 7	640 10 10	Ensign	599 0 0	899 17 0
OLDSMOBILE			Vignale Vanguard	695 0 0	1,043 17 0
Dynamic 88	1,680 0 0	2,521 17 0	(automatic)	810 0 0	1,216 7 0
Super 88	1,890 0 0	2,836 7 0	Estate car	770 10 0	1,157 2 0
Convertible	1,980 0 0	2,971 7 0	STUDEBAKER		
98	2,225 0 0	3,338 17 0	Lark 2-door (6-cyl.)	1,126 0 0	1,690 7 0
OPPERMAN			Estate car	1,290 0 0	1,936 7 0
Unicar T	283 0 0	425 17 0	Lark Regal (8-cyl.)	1,292 0 0	1,939 7 0
Stirling	360 0 0	541 7 0	Estate car	1,451 0 0	2,123 17 0
PANHARD			SUNBEAM		
Dyna Grand Standing	702 8 8	1,099 7 0	Rapier	695 0 0	1,043 17 0
PEERLESS			Convertible	735 0 0	1,103 17 0
G. 1/2-litre	998 0 0	1,493 7 0	TRIUMPH		
PEUGEOT			TR3	699 0 0	1,049 17 0
203	633 9 1	952 8 2	Hardtop	734 0 0	1,102 7 0
403	796 2 11	1,195 11 5	TURNER		
Estate car	865 0 0	1,298 17 0	A.35 Sports	575 0 0	862 17 0
PLYMOUTH			VAUXHALL		
Savoy Vee-8	1,718 0 0	2,578 7 0	Victor	498 0 0	748 7 0
Belvedere convertible	1,790 0 0	2,686 7 0	Victor Super	520 0 0	781 7 0
Savoy Suburban	1,915 0 0	2,773 17 0	Estate car	620 0 0	931 7 0
Fury	1,890 0 0	2,791 7 0	Velox III	655 0 0	982 17 0
PONTIAC			Cresta II	715 0 0	1,073 17 0
Laurentian	1,545 0 0	2,318 17 0	VOLKSWAGEN		
Parisienne	1,626 0 0	2,440 7 0	Basic	435 0 0	653 17 0
Catalina	1,665 0 0	2,498 17 0	De luxe	505 0 0	758 17 0
Four-door	1,697 0 0	2,546 17 0	Convertible	682 10 0	1,025 2 0
Bonneville	1,941 0 0	2,912 17 0	Karmann-Ghia coupé	822 10 0	1,235 2 0
Four-door hardtop	1,974 0 0	2,962 7 0	Convertible	929 0 0	1,394 17 0
PORSCHE			WOLSELEY		
1600D convertible	1,330 0 0	1,996 7 0	1225	932 0 0	1,399 7 0
1600 fixed head	1,371 7 0	2,057 17 0	1500	530 0 0	796 7 0
1600 detachable			15/60	660 0 0	991 7 0
hardtop	1,494 0 0	2,242 7 0	Six-ninety III	850 0 0	1,276 7 0
1600 detachable			(automatic)	955 0 0	1,433 17 0
cabriolet	1,535 0 0	2,303 17 0	THREE-WHEELERS		
Carrera Gran Turismo	2,160 0 0	3,241 7 0	A.C. Petite I	319 0 0	399 8 6
PRINCESS			Bond 2-seater	222 0 0	279 5 9
IV	2,250 0 0	3,376 7 0	4-seater	254 0 0	319 8 11
IV limousine	2,360 0 0	3,541 7 0	Coronet	360 0 0	449 15 6
L.V.B. model	2,150 0 0	3,266 7 0	Heinkel	320 0 0	403 6 6
RAMBLER			Isetta	271 8 10	339 19 6
American Super	1,110 0 0	1,666 7 0	Isetta Plus	292 4 10	365 19 6
Estate car	1,206 0 0	1,810 7 0	Messerschmitt KR200	260 0 0	325 6 4
Six Custom	1,329 0 0	1,994 17 0	Reliant Regal	364 0 0	433 3 6
Estate car	1,453 0 0	2,180 17 0	Tourette Senior	259 0 0	325 0 11
Ambassador Custom	1,666 0 0	2,500 7 0			
Estate car	1,802 0 0	2,704 7 0			

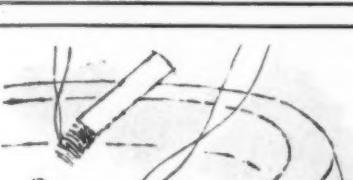
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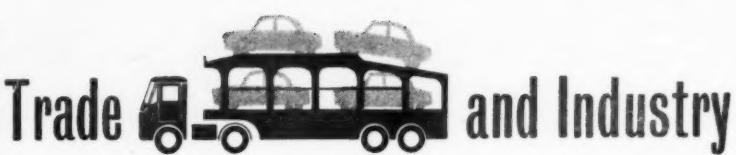
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Wingard (M.A.), Ltd., Chichester, Sussex, have now changed their title to Wingard, Ltd.

Harold Hamblin (Cars), Ltd., recently moved to new premises at Church Street, Basingstoke, where they have a modern showroom and large forecourt.

In the latest annual statement of the Henlys, Ltd. group the net trading profit is stated to be £678,498 which is £191,603 more than in the previous year.

Mr. Edwin Walker Wright, M.B.E., has been appointed a director of the Willenhall Motor Radiator Co., Ltd. Mr. J. O. Robinson has been appointed special director; he is also production manager.

More than 13,000 vehicles were sold last year by Southern Counties Car Auctions, Ltd., of Farnham, Surrey, and its associate Auto-Auctions, Ltd., of Birmingham. A record turnover of £3,250,000 was achieved. This was an increase over 1957 of half a million pounds.

A tuning manual for the Austin-Healey Sprite is now available from Austin dealers at 2s 6d. Mechanical and electrical information, and a list of special parts which are available, are included. There are five tuning stages, which together result in an increase in power output to about 54 b.h.p.

Standard and Triumph service weeks will be held in February commencing on the following dates: 16, L. F. Dove, Ltd., 44-48, Kingston Road, Wimbledon, London, S.W.19; and Edwards Motors, Ltd., Station Garage, Doncaster. 23, W. Sparrow and Sons, Ltd., Osborne Garage, Sherbourne Road, Yeovil, Somerset; Arthur Charles, Ltd., Barge Garage, English Bridge, Shrewsbury; and Douglas Garage, Ltd., 46-50, Sheep Street, Northampton.

W. J. Skelly, Ltd., Windmillhill Street, Motherwell, have been appointed Scottish distributors for Alvis cars.

Kays (Derby), Ltd., of Ashbourne Road, Derby, have opened an extension which has cost £50,000. It doubles the capacity of their car showrooms.

With regret the death is recorded of Mr. Stanley Rodway, managing director of P. J. Evans, Ltd., John Bright Street, Birmingham, I. The funeral took place at Edgbaston Old Church on 14 January.

A new plastics factory to make equipment for the motor industry is coming into operation at Reading. It is to be operated by Resinoid and Mica Products, Ltd., formerly a subsidiary of the Southern Areas Electricity Corp., Ltd.

The automobile engineering firm of Skurray's, Ltd., Swindon, Wiltshire, which is celebrating its diamond jubilee this year, was founded in 1899 by the late Mr. E. C. Skurray, who bought his first car, a single-cylinder 6 h.p. Accles Turrell, as soon as the "Red Flag" regulations were suspended. He was succeeded by the present chairman and managing director, Mr. Howard Godfrey.

Information SoughtCorrespondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17486. 1938-39 Autovia.

"G.H.H."—All possible information, maintenance hints, general experiences and a handbook.

No. 17487. Ford Vs Pilot.

"G.C."—Information regarding modification to improve braking and also tuning details for improved engine performance.

No. 17488. Handbooks Required.

"C.J.M."—1926 11.4 h.p. Citroen.

"A.H."—1939 1½-litre Triumph Dolomite.

"K.S.D."—1933 Rover Fourteen.

The racing department of Joseph Lucas, Ltd. has commissioned this new Commer service van, which is expected to be seen at all major motoring events in the future. It is currently being "run in" on the Monte Carlo Rally



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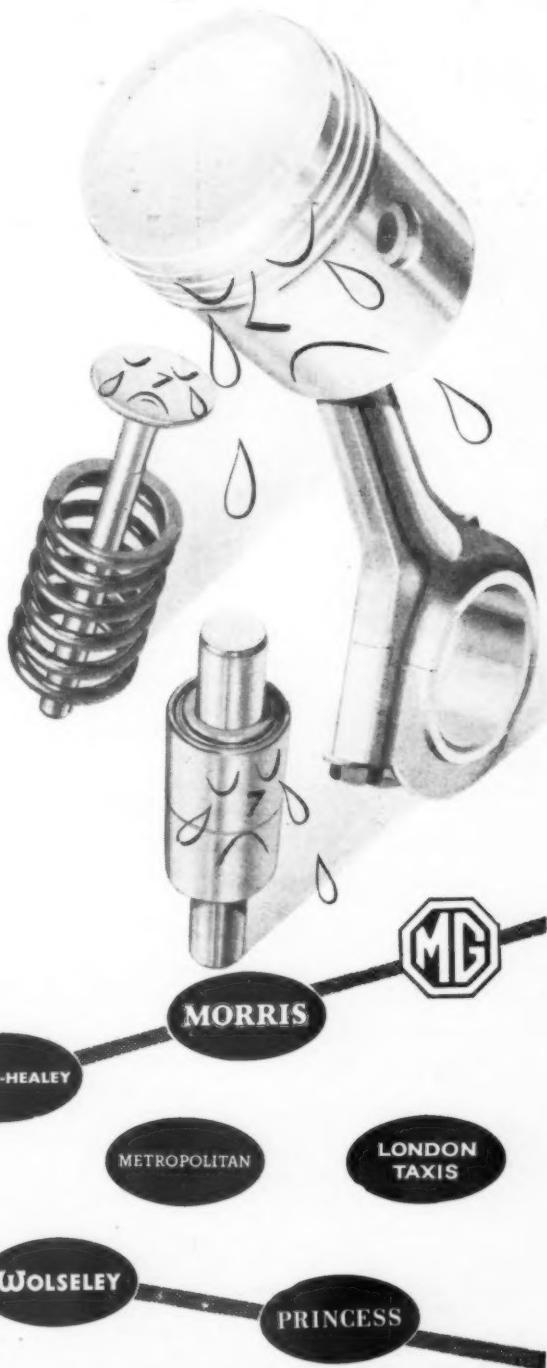
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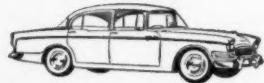
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1958 MORRIS Minor saloon, heater, 7,000 miles	£595
1958 MORRIS Minor 4-door saloon, heater, 14,000 miles	£665
1957 MORRIS Minor Traveller, heater, 13,000 miles	£895
1958 OPEL Rekord saloon, heater, 3,000 miles	£2,295
1958 OLDSMOBILE Super "88" Holiday Sedan. Every conceivable extra. 7,000 miles	£735
1955 OLDSMOBILE "88" 4-door Sedan, hydramatic transmission, power steering, radio, heater, 23,000 miles only	£435
1957 STANDARD Vanguard, radio, 15,000 miles	£765
1955 STANDARD 8 saloon, 29,000 miles	£1,295
1957 VAUXHALL 1500 saloon 7,200 miles	£895

BRITISH & COLONIAL MOTORS LTD.

77 St. Martin's Lane, London, W.C.2
TEMPLE BAR 3588

T.BAKER & SONS

(READING LTD.)

Established over 50 years.

WE OFFER THE NEW 1959 MODELS AVAILABLE IMMEDIATE DELIVERY

ROVER 105, synchromesh, black, tan upholstery, bucket seats	£1,046 17
ROVER 105, synchromesh, duo green, grey upholstry, story	£1,628 17
ROVER 105, synchromesh, duo black and smoke grey	£1,645 17
ROVER 90, duo heather/brown, red upholstery	£1,553 17
ROVER 90, black, red upholstery, overdrive, bucket seats	£1,628 17
ROVER 90, duo green, green leather, overdrive	£1,625 17
ROVER 75, duo black/smoke grey, red upholstery	£1,493 17
ROVER 60, smoke grey, grey upholstery, overdrive	£1,421 17
ROVER 60, duo grey, grey upholstery, bucket seats, overdrive	£1,454 17
88 LAND-ROVER, finished in marine blue.	
88 Regular LAND-ROVER, mid grey.	
88 Diesel LAND-ROVER, finished in bronze green.	

All for Immediate Delivery

SUPERIOR LOW MILEAGE USED CARS

WITH THE BAKER GUARANTEE

1956 ROVER 90 saloon, sage green with green upholstry, one owner, Immaculate	£1,045 0
1955 ROVER 90, finished black with tan upholstry, H.M.V. radio, sunshine roof. Rimbellishers	£995 0
1955 ROVER 90 saloon, black with red upholstry, very genuine, one careful owner	£875 0
1955 ROVER 90 saloon, black with red upholstry, one careful owner	£890 0
1953 ROVER 75, finished dove grey, very special condition, many extras	£675 0
1952 ROVER 75, finished in ivory	£575 0
1947 LANGCHESTER 10 saloon, finished in grey, Immaculate condition	£300 0
1955 LAND-ROVER 80 Regular, finished in bronze green	£875 0

T. Baker & Sons (Reading Ltd.)

36 & 37, FRIAR ST., READING

Telephone: 51221 & 2

Derek Phillips says:

CARS AND COMRADES

Comrade Mikoyan has visited America. Red stars of one kind or another seem to be everywhere under the sun these days!! While the Russians are reaching for the moon, they are also seeking to learn the lessons of mass production efficiency. This was one reason why Mr. Mikoyan visited the mighty Ford plant at Detroit. He remembered that the Soviets had their first lesson in industrial know-how from old Henry Ford. He taught them efficiency. The current Russian sputniks and satellites prove what apt pupils they were. He also taught them the unique Ford method of marrying speed of production with the ability to produce a sparkling modern finish. Here at Chalk Farm we also have faith in Fords. That is why Phillips and Ford go together so well. We are not reaching for the moon. Our target is simpler—to help you choose the Ford you want. There is a wide choice in our showrooms. Even some red models . . . if that's the colour you prefer.

THIS WEEK'S SPECIAL OFFER:-

1956 Alfa Romeo "Giulietta" Sprint Coupe, 27,000 miles, finished in White, fitted H.M.V. Radio, heater, Michelin "X" tyres, two owners—not raced. £1,650.

PHILLIPS MOTORS

MAYFAIR HOUSE

77 CHALK FARM ROAD N.W.1

PRIIMROSE 6666

(N.R. CHALK FARM Tube Station)

The Autocar

CLASSIFIED ADVERTISEMENTS

CLASSIFIED ADVERTISEMENT RATES

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Postal orders and cheques sent in payment for advertisements should be made payable to Iliffe & Sons Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 26 or 52 consecutive insertions. Full particulars on application.

PRESS DATES—First Post Tuesday for Used Cars for Sale and Wanted, Spares and Service. Trade Advertisements are accepted by telephone up to 12 noon, Waterloo 3333. All other classifications close for press first post Monday. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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Readers replying to advertisements in these columns and wishing to take advantage of "The Autocar" Approval Scheme facilities should send for particulars which are available on application.

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The Publishers retain the right to refuse or withdraw advertisements at their discretion.

USED CARS FOR SALE & WANTED - SPARES & SERVICE

ABARTH-FIAT

A BARTH Fiat 750, 100mph Zagato 2-seater saloon. A new; 4-seaters, 85mph; choice of several used cars; sole concessionaires for U.K.—Apply Mr. Stewart, Anthony Crook Motors, Hersham, Surrey. Tel. Walton-on-Thames 687. [C1065]

A.C.

A NTHONY CROOK offers Aceca Bristol, silver, new from stock; also used Aceca Bristol and Ace Bristol Distributors, Esher (Tel. 4580) and Hersham (Walton-on-Thames 687). 20 minutes Waterloo. 5 minutes from A.C. factory—

DUNCAN HAMILTON & CO. offer:—

1956 A.C. Aceca, 1000 engine, close ratio gear box, disc brakes, high gear ratio, works maintained. £35. High Rd., 5101. [C1091]

A CLAND & TABOR, Ltd., Welwyn By-pass, Herts. A Welwyn 2-3, offer:—

1957 A.C. Aceca-Bristol, black pearl with red leather, 1000 engine, radio, heater, screenwashers, Alfa brake drums, spot lamp, rear window washer, 13,000 miles only, immaculate condition; £1,595. [C1001]

1956 (August) A.C. Aceca, ivory with red leather, radio, Michelin X tyres, excellent condition; £1,595. [C1065]

TAYLOR & CRAWLEY, 42a, South Audley St., entrance Adams Row, Mayfair, W.1. Gro. 6821. £999—Sound, attractive Ace Bristol, in excellent condition, unmarked, finished in maroon/grey.

£1,599—Late model Ace Bristol, with 100 D 130 b.h.p. engine, disc brakes, etc. absolutely as new in every way.

£1,675—1957 Ace Bristol 100 D type engine, finished in spotless black pearl with red interior, has been excellently maintained, one owner, terms, exchange—Rudd, the leading A.C. distributor, 41, High St., Worthing 7773-4. [C5062]

GATEHOUSE offer 1949 A.C. saloon, immaculate; £395.—Gatehouse Motors, Ltd., Highgate Village, London, N.E.8. Tel. 4444. [C2021]

MOTORS offer glorious 1948 A.C. saloon, competition out of this world, remarkable opportunity; £315!—Palmerston Rd., N.W.6. Tel. 4723. [C1011]

1950 (July) 2-litre saloon, excellent condition, grey, maroon wings, red leather; £345; terms, —Allspors, Derby, Tel. 5131. [C1491]

1950 (July) 2-litre saloon, excellent condition, grey, maroon wings, red leather; £345; terms, —Allspors, Derby, Tel. 5131. [C1491]

1950 A.C. saloon in black, beige hide interior, engine overhauled, fitted heater, screen washers, demisters, taxed; £375. Automo, Ltd., 229, West End Lane, Hampstead, N.W.3. Tel. 5101. [C1018]

1955 A.C. 2-seater, 2-litre coupe, with biscuit interior, fitted heater, a one owner car in very good condition throughout. Tel. Mr. Gray, Wessex Motors, New St., Salisbury. Tel. 3275. [C3067]

1959 A.C. Aceca Bristol, 2-seater, 2-litre coupe, azurite blue, red leather interior and silver wheels, disc brakes, sound proofed extra silencer, screenwashers, Marchal headlamps unit and 1 driving lights. Motorola transistor radio, 700 miles only £2,475, cost £2,716.—J. E. Bird Automobiles. Tel. Lee 1072. [C4732]

A.C. Cars Wanted

R OWLAND SMITH'S, the A.C. buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [C1021]

GATEHOUSE MOTORS pay cash for good used A.C. cars.—Highgate Village, London, N.E.8. Mountview 4444. [W2021]

A.C. Spares and Service

A.C. sale distributors, London and Middlesex.—European Cars, Ltd., 129, Old Brompton Rd., S.W.7. Tel. 7711. [S2137]

FOR good used A.C. saloons and Bucklands specialised repairs and spares, contact—Fletcher & Co., 32, Beckenham Rd., Beckenham, Kent. Beckenham 7744. [C1056 R]

ALFA-ROMEO

P HILLIPS MOTORS, Giulietta, 25,000 miles, exceptional condition; £1,650.—Mayfair House, 77, Chalk Farm Rd., N.W.1. Primrose Hill 6665. [C1016]

M AIN agent, Great Boyle (Sports Cars), Ltd., M Wheathears Garage, Molington, Chester; demonstrations, sales service.—Tel. Great Molington 353-4-5.

1950 series 2.5 Alfa-Romeo sports saloon, one owner with exception of the last few months, an ex-Brown racing car, which has had the engine dismantled and rebuilt after the original owner had stored it for over 2 years, and has not yet used it; 32,000 kilometres only; £575.—Richmond 3477. [C1014]

ALFA-ROMEO

1958 Alfa Romeo 1300 Spyder Veloce, fitted detachable Italian hard top, radio, 7,000 miles; Alfa red. £2,295. [C1014]

CARFOX, Ltd., 7-9, Gravel Lane, Blackfriars, Safford 5. Tel. Deansgate 3838. [C1013]

Alfa Romeo Cars Wanted

J. H. BARTLETT—Consult us before selling or exchanging your Alfa Romeo.—27, Pembroke Villas, W.11. Bayswater 0525. [C1012]

Alfa Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., Spares and service for all Alfa Romeo cars.—Portsmouth Rd., Cobham 2849-5. [C0214/R]

Allard

RICHARDS & CARR, Ltd., are always best value.

DROPHEAD foursome, exceptionally fine example, copious extras, unquestionable value; £235. [C2045]

4-seater tourer, recent reconditioned engine, thoroughly good; £155.—35, Kinnerton St., S.W.1. Belgrave 5711. [C2047]

PERFORMANCE CARS unique selection (196 cars) see our full page next week. [C2041]

£195 excellent condition; terms and exchanges—D. Margulies, Ltd., Shaftesbury Mews, Stratford Rd., W.2. Tel. 5016. [C2048]

1959 gulls—Allard 1948 drop head coupe, PVC hood, goo condition; choice of 3; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, W.2. [C2049]

1959 gulls—Allard 1948 drop head coupe, PVC hood, goo condition; choice of 3; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, W.2. [C2049]

M2X Allard 1954 model drop head foursome coupe, immaculate silver-grey with red hood, red vinyl hood, synchromesh floor gear change, beautifully styled bodywork, five excellent tyres, first-class mechanical condition, one of the last M2X series produced, and by far the finest example available today; £475. [C2048]

450 other cars available; write for fully descriptive priced catalogue. [C2049]

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Unrestricted hire purchase terms, exchanges. [C1035]

Allard Cars Wanted

ROWLAND SMITH'S, the Allard buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W2018/R]

GATEHOUSE MOTORS pay cash for good used Alvis cars.—Highgate Village, London, N.E.8. Mountview 4444. [W2021]

ALVIS

1951 enthusiast's 3-litre saloon, sliding roof, black, perfectly maintained; £460.—Crimble, Staines 1143. [C1015]

TA14 saloon, first registered 1955, heater, sun roof, green specimen model; £395.—Rowland Smith, London 2560. [C1016]

1954 heater, one owner; £765.—City Motors, George St., Oxford 48027. [C1016]

425 heater, green washers, PVC hood, excellent condition, written guarantee; terms, exchanges—Rowland Smith, below. [C1016]

265 gulls—Alvis 14, December 1947, sports saloon, sliding head, leather, heater, very good condition; choice of 2; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C2048]

1952 Alvis 3-litre sports saloon, black, radio, heater, one owner, 35,000 miles only; £525.—Bray Motors, 180-184, West End Lane, N.W.3. Hampstead 6450. [C1024]

1953 (May) Alvis TA21 3-litre saloon, original condition, fitted extras; £495.—Victoria Motors, S2, Long Millgate, opposite Victoria Station, Manchester, 3. Blackfriars 1549. [C1017]

Alvis Cars Wanted

Alvis drop head; private cash buyer.—Wool, Station Terr., Brentwood 1935. [C1018]

R OWLAND SMITH'S, the Alvis buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W2018/R]

GATEHOUSE MOTORS pay cash for good used Alvis cars.—Highgate Village, London, N.E.8. Mountview 4444. [W2021]

Alvis Spares and Service

SERVICE and spares for Alvis cars.

JAMES (LONDON), Ltd., 832, Finchley Rd., Golders Green, N.W.11. Speedwell 6762. [C0094/R]

M ANCHESTER Alvis Distributors.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rusholme 2874-5. [C0053 R]

AMERICAN CARS

L

EX BRITAIN'S leading dealers in all makes of American cars.

F ord 9-seater Country Sedan, r.h.d., automatic. [C1018]

1958 matric. Oldsmobile Super 88 Holiday Coupe, hydraulics, radio, heater, power brakes and steering, all electric equipment. [C1018]

1957 matric. Oldsmobile 88 Holiday Coupe, hydraulics, radio, heater, power brakes and steering, all electric equipment. FOUR months warranty.

V ARIED selection of used American cars always in stock, write or telephone for list and terms.

A GENTS for Chevrolet.

SOLE U.K. distributors for Oldsmobiles.

LEX GARAGES, Ltd., 2, Lexington St., Finsbury Circus, London, W.I. Gerrard 3600. [C4664]

S COTT CARS offer:—

S EEE our advertisement under Buick, Cadillac, Chevrolet, Ford Fairlane, American Ford, Packard. [C4016]

S COTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7775. [C4016]

T. SULLIVAN CAR SALES offer:—

N EW unregistered Ford Fairlane, r.h.d., automatic. Immediate delivery.

Fairlane Victoria 4-door, pillarless, power and white throughout, 5,000 miles only, turquoise and white.

1958 Studebaker Champion, r.h.d., 30,000 miles only, overdrive; £850.

NEW 1958 model Cadillac, works mileage, at reduced price—Acorn 6911-2-3. [C4113]

D EBOROUGH PARK AUTOS offer:—

1952 Mercury station wagon; £550.

1951 (very) Buick convertible, cream, radio, heater; £225. Oxford 78361. [C2129]

1956 Buick Roadmaster, red/ivory, power steering, brakes, seats and windows, radio, heater, low mileage—Autosales, 28-30, High Town Rd., Luton. Tel. 7954. [C387]

1950 Alvis TA14 saloon, maroon, radio, heater, disc brakes, unrepeatable at £425.—L. F. Dove, Woking, Tel. 1282. [C2019]

1948 Alvis 14 saloon, black, immaculate condition; £345. [C2019]

CHARLES RICKARDS, 12, Spring St., Paddington, W.2. Tel. Paddington 5440. Ex. 29-37. [C3050]

1948 (October) Alvis TA14, radio, heater, very good condition; £345. [C2019]

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, A. Levenshulme, Manchester, 19. Rusholme 2874. [C2111]

1950 Alvis TA14 saloon, maroon, radio, heater, disc brakes, unrepeatable at £425.—L. F. Dove, Woking, Tel. 1282. [C2019]

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1952 Alvis 1

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

G
S
GUY SALMON AUTOMOBILES

FOR the superb new Star Sapphire: may we demonstrate this to you?

ARMSTRONG SIDDELEY specialists for new or used Armstrong Siddeley sales and service—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

A NTHONY CROOK offers 1954 preselectric saloon, one lady owner, £495. The Roundabout, Hersham, Surrey Tel. Walton-on-Thames 687. [C1063]

1952 Whitley saloon, heater, immaculate, guaranteed, £325.—Vaughan, 17, Astwood Mews, S.W.7. [C1078]

Armstrong Siddeley Cars Wanted

A LPE & SAUNDERS, Ltd., require 15hp or Sapphire 346 limousines in above average condition.

A & S'S (Neal's Bridgford), Mayfair 2941. [W1C05]

A RNEST & NEALE, Ltd., 28, Grosvenor Gardens,

W.1. the Armstrong Siddeley specialists are ready buyers of good Armstrongs.—Hyde Park 9323. [W1109]

R OWLAND SMITH'S, the Armstrong Siddeley buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4013 R]

XXX Excellent cash price offered for good Armstrong Siddeley.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

Armstrong Siddeley Spares and Service

A RCO. 1. ENSINGTON 7301, 7321

A RMSTRONG SIDDELEY specialists: every kind of overhaul or repair, 48-hour exchange engine, gear box supply, fitting or reconditioning worn units, etc., all models, ranges pre/post-war, work guaranteed; trade, retail.—Arcto Engineering, Ltd., 169, Fulham Rd., Chelsea SW.3.

FULL repair and overhaul service for Armstrong cars, A.1 Garage (incorporating Harman Engineering), Child's Place, Earls Court Rd., S.W.5. Fre. 5161. [C1096 R]

ASTON MARTIN

H AROLD RADFORD & Co., Ltd.

1959 (January) Mark III saloon, 1,000 miles, overdrive, radio; £1,600.—Kensington 6642. [C4147]

B ROOKLANDS OF BOND STREET

C ONCESSIONAIRES FOR London, S. and E. England.

1958 DB Mark III saloon, under 2,000 miles, overdrive, one owner.

1956 (Nov.) DB2-4 hard top, one owner, low mileage.

NEW Mark III saloon and drop head coupe for delivery.

103. New Bond St., London, W.1. Mayfair 8351. [C1029]

R. S MEAD (SALES), Ltd., offer:—

1956 Aston Martin DB2-4 drop head coupe, maroon, black leather, up-to-date and hood, special headrests two each, 22,000 miles, 2 owners, very carefully used car, immaculate condition: £2,250.—45, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [E]LMBRIDGE MOTORS, Ltd., offer:—

1957 series DB2-4 Mark II saloon, one owner, 15,000 miles, duo colour, Alfin drums, as new: £2,065.

1956 (May) DB2-4 hard top saloon, very low mileage, one owner, duo colour, radio, twin exhaust, a most immaculate car, £1,850.

1954 wheels, Michelin X, ion and spot, superbly maintained regardless of cost, immaculate throughout: £1,350.—Kingston By-Pass, Tel. Tolworth. Elmbidge 2254. [C4081]

GUY SALMON AUTOMOBILES offer:—

1953 Aston Martin DB2, outstanding car for its year, £1,150.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

B. J. HUNTER, Ltd., Austin agents, offer:—

1956 Aston Martin DB2-4 drop head fourse, coupe, works maintained, numerous extras: £1,850.

B. J. HUNTER, Ltd, 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6303. [C2040]

CHIPSTEAD MOTORS.—See display page 29. [C1046]

1953 Aston Martin DB2 saloon, radio, heater, very carefully maintained, good history: £1,145.

1955 Aston Martin 3-litre drop head coupe, fitted radio, new hood, Michelin X tyres: £1,535.

TAYLOR & CRAWLEY, 42a, North Audley Street, entrance: Adams Row, Mayfair, W.1. Gro. 6881.

H. W. MARTIN, Ltd., Austin specialists, offer an outstanding specimen: Aston Martin DB2-4 Mark II d.h. coupe, finished in B.R. green with red leather and hood, supplied new to its sole owner and serviced by us since then, an immaculate car strongly recommended: £2,050.—H. W. MOTORS (GEORGE ABECASSIS), Walton-on-Thames 240-1-2-3. [C1090]

1954-5 Aston Martin 3-litre saloon, radio, serviced and maintained by us: exception condition throughout.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, A Levenshulme, Manchester, 19. Rusheyde 2700. [C2111]

1954 Aston Martin model DB2-4, Vantage engine, one owner, red, low-mileage car, immaculate condition: £1,485.—Tel. Wimbledon 0852. [C381]

A STON MARTIN 2+2 saloon, first registered August 1954, engine reconditioned, new rear axle, £1,375, or nearest offer.—Holbein Motor Repairs, Sloane 2492. [C1053]

PARADE MOTORS (MITCHAM), Ltd., offer: 1957 Aston Martin 2-litre 4-seater sports in superb condition throughout: £240; hire purchase arranged.—Parade Motors (Mitcham), Ltd., Monarch Parade, London Rd., Mitcham, Surrey. Tel. Mitcham 3592. [C1052]

ASTON MARTIN

34000 miles only, an outstanding example, 1954 Aston Martin DB2-4 saloon in black with cream leather upholstery, 2.6-litre Vantage engine: £1,425. [C1042]

£1595.—Aston Martin DB2-4 drop head coupe 1955, in really immaculate condition, fitted radio and taxied for the quarter.—Alan Barton, Ltd., The Burton Road Garage, Derby 41307-8. [C5042]

£1350!!—1954 Aston Martin DB2-4, but what a beauty! Tiny total mileage by late very careful owner, specimen condition throughout all usual modifications, bright, sprung, etc.: £1,350. [C2052]

L AMBS OF WOOD GREEN (Established 1897) 100 Cars, 3 months' written guarantee: exchanges; low deposit, terms to suit you.—421-424, High Rd., Finchley 6222. [C1069]

C YRIL WILLIAMS MOTORS, Ltd., Aston Martin Lagonda distributors for the Midlands and Wales, offer very favourable delivery of new models with special after sales service—demonstration cars available.

1958 (June) DB Mark III, radio, overdrive, spotlights, 4,000 miles, as new: £2,850.

1955 (November) DB Mark I, radio, one owner, miles: 1,000, £1,250.

1954 (December) DB Mark I, radio, chromium-plated wire wheels, full history available: £1,550. [C2053]

C LEVELAND St., Wolverhampton. Tel. 25374. [C1080]

XXX 1956 model Aston Martin DB2-4 saloon, in excellent grey with red leather and silver wheels, very full and luxurious equipment, including heater, H.M.V. press-radio, radio, fan and spot lamps, etc., a meticulously kept, long-maintained, of outstanding attractiveness, must be seen to be appreciated, written guarantee: £1,995; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003]

A ston Martin Cars Wanted

XXX Excellent cash price offered for good Aston Martin.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W1003]

J. H. BARTLETT.—Consult us before selling or exchanging your Aston Martin.—27, Peckham Villas, W.11. Bayswater 0523. [W1013]

G OOD Aston Martin required immediately.—G. Edwards, Amersham Lane, Harpenden, Herts, H.18. [C1060]

R OWLAND SMITH'S, the Aston Martin buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

AUSTIN 7 & 8

1946 Austin 7 Tourer, sound economical car, new battery: £115.—Saunders Abbott, Ltd., 1, Wickham Rd., Beckenham, Kent. Beckenham 7276. [C4146]

AUSTIN A30

1955 A30, 4-door de luxe: £445.

J OHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 4441 6666. [C1036]

GUY SALMON (TEDDINGTON), Ltd.

1956 Austin A30 Countryman conversion, under-seat, 15,000 miles, maintained by meticulous owner: £425.—29, 31, High St., Teddington, Kingston 1193. [C4001]

1955 Austin A30 saloon, black: £395.—Hale Motors, Bridge, Motte, Leatherhead 2564. [C1136]

1955 Austin A30 Countryman, cream red, in very good condition: £350.—Orchard 204. [C1050]

1955 (1956) 4-door, 2 new tyres, new paint, regularly serviced, good order: £385.

Mosely, 67, High St., Reigate (Tel. 5441). [C4989]

1956 A30 Countryman, dark green, heater, very good throughout, carefully used; terms of part exchange: £420.

A. TURNER, Ltd., Markham Moor, Retford, Notts. Tuxford 215. [C4053]

1958 one private owner, runs well, £30 under cost new: £350.—F. Dove (CV), Ltd., 96, 98, Addiscombe Rd., Croydon, Add. 5131. [C4049]

1957 A35 2-door saloon de luxe, heater, many extras: £480; terms and exchanges.—Rowe Bros., Motors, 307-311, Brighton Rd., South Croydon, Croydon 4694. [C1099]

1958 (March 25th), one owner, A35 de luxe, colour, grey, red, grey, red, spotlights, heater, mileage: 7,742.—£356.—H. A. Saunders, Highfield, Golders Green Rd., N.W.11. Speedwell 0011. [C10404]

A USTIN agents offer a choice of 7 A35 cars and vans, 576; part exchanges, cars and motor cycles, h.p. terms, your existing account settled if you wish.

Burges & Inglis Motors, Ltd., Willesden 4869, [C4017]

A ston A35 Cars Wanted

WANTED, Austin A35s.—Streatham Hill Motors, 54, Streatham Hill, S.17. [C1015]

R OWLAND SMITH, the Austin A35 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018]

AUSTIN A35

J. DAVY, Ltd., Austin agents.

6700 miles, 1958 (Jan.) Austin A35 2-door saloon, buyer, one owner, superb condition and guaranteed: £545.

180 215, Kensington High St., W.8. Wes. 7181; North Row, Park Lane, W.I. Hyd. 2311. [C1069]

H. BEART & Co., Ltd., offer:—

1957 Austin A35 2-door saloon, black with red interior, 11,000 miles only by one careful owner: £495.

1958 Austin A35 2-door de luxe, saloon, grey with red interior, fitted heater, 9,000 miles only: £525.—102, London Rd., and High St., Kingston-on-Thames, Kingston 5348. [C1081]

W ARWICK WRIGHT, Ltd., offer:—

1957 Austin A35 2-door saloon, white, blue upholstery, heater, 19,000 miles: £495.

W ARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C1037]

J ARVIS OF WIMBLEDON, 100% B.M.C. Dealers.

1957 2-dr. sal., 11,200 miles (4 mths.) B.M.C. warranty: £485.

J ARVIS & SONS, Ltd., S.W.19. Lib. 8221; Wim. 2526. [C2086]

1958 (Dec.) 1959 model Austin A35 Countryman, 800 miles only: £615.

G EORGE NEWMAN & Company, 369, Euston Rd., London, N.W.1. Euston 4466. [C1032]

1958 (Jan.) Austin A35 2-door saloon, heater, Dobsons Ltd., Austin Agents, Staines 801. [C1033]

1957 Austin A35 saloon, green/green, numerous extras, immaculate condition: £499.—Oxshot 2041. [C1074]

£495.—1957 A35, 2-door, grey, many extras, first class condition.—Offord, 67, George St., W.1. Welbeck 6620. [C3115]

1957 Austin A35 Countryman: £515.—Talbot Garage, Ltd., 928-931, Fulham Rd., S.W.6. Renown 2281. [C1032]

M AYFAIR GARAGES, Ltd., Sept. 1954, A35, 2-door, grey, heater, immaculate throughout, guaranteed: £365.—Bishopsgate Rd., W.2. Amb. 1061. [C3009]

1958 (May) Austin A35 2-door saloon, inlynch, one owner: £485.—Gibson's Sport Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109]

1958 A35 2-door de luxe saloon, heater, one owner, moderate mileage, choice of two, grey or green, 4 months' warranty; terms or part exchange: £520.

A. TURNER, Ltd., Markham Moor, Retford, Notts. Tuxford 215. [C4053]

1958 one private owner, runs well, £30 under cost new: £350.—F. Dove (CV), Ltd., 96, 98, Addiscombe Rd., Croydon, Add. 5131. [C4049]

1957 A35 2-door saloon de luxe, heater, many extras: £480; terms and exchanges.—Rowe Bros., Motors, 307-311, Brighton Rd., South Croydon, Croydon 4694. [C1099]

1958 (March 25th), one owner, A35 de luxe, colour, grey, red, grey, red, spotlights, heater, mileage: 7,742.—£356.—H. A. Saunders, Highfield, Golders Green Rd., N.W.11. Speedwell 0011. [C10404]

A USTIN agents offer a choice of 7 A35 cars and vans, 576; part exchanges, cars and motor cycles, h.p. terms, your existing account settled if you wish.

Burges & Inglis Motors, Ltd., Willesden 4869, [C4017]

A ston A35 Cars Wanted

WANTED, Austin A35s.—Streatham Hill Motors, 54, Streatham Hill, S.17. [C1015]

R OWLAND SMITH, the Austin A35 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018]

1947 Austin A10 saloon, exceptional condition: £215. Weston Grove, W.2. [C1015]

1946 Austin A10 saloon, black, brown leather, sun roof; guaranteed: £235.—Newbury Cars, Ltd., Muswell Hill, N.10. Tudor 3394. [C3102]

A USTIN A10 TEN

1947 Austin A10, de luxe, condition: £215. Weston Grove, W.2. [C1015]

1946 Austin A10 saloon, black, brown leather, sun roof; guaranteed: £235.—Newbury Cars, Ltd., Muswell Hill, N.10. Tudor 3394. [C3102]

A USTIN A40

R. S. CURRIE & Co., Ltd.

1952 Austin A40 Somerset in superb condition, maintained and serviced by us: £385.—105, Westbury Grove, W.2. Bayswater 0085. [C1095]

1946 Austin A10 saloon, black, brown leather, sun roof; guaranteed: £235.—Newbury Cars, Ltd., Muswell Hill, N.10. Tudor 3394. [C3102]

1949 Austin A40 Devon saloon, blue heater: £285.

W ARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C1037]

1956 Austin A40, low mileage, one owner: £570.

J OHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 4441 6666. [C1036]

1952 Austin A40 Somerset de luxe, one owner, heater: £355.—Farnborough, Kent 52044. [C1040]

A ustin A40, £399; h.p. terms.—E. Casev, Willesden 4548. [C1134]

A40, Devon grey/blue interior, heater: £325.—Cambridge 1515. [C1037]

1954 Austin A40 Somerset, duo-fawn, one owner, heater, leather, Ace Rimbellers: £455.—Box 1536. [C1010]

1954 Austin A40 saloon, immaculate, guaranteed: £455.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C1078]

1952 Austin A40 Somerset, one owner, guaranteed 21,000 miles only: £435.—Barnes, 315, Finchley Rd., N.13. Box 2221. [C1079]

1955 Austin A40, Cambridge, grey/grey interior, heater, reconditioned engine: £455.—Campbell Symonds, Alfreton 1515. [C1057.2]

A USTIN A40 sports, 1952, radio, heater, reconditioned A engine, clutch, brakes, 1956, new hood, tonneau fitted same time, new tyres.—Embridge 0587. [C1058]

1954 Austin A40, Somerset black/red interior, one owner, heater: £455.—Campbell Symonds, Alfreton 1515. [C1057.1]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

1959 Austin A40 de luxe, latest model, factory mileage.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1959 Austin A40 Farina saloon, heater, under 1,000 miles; exchanges, etc.—Wessex Motors, St. Cross Rd., Winchester. Tel. 5555. Mr. Ingoldsby. [C4087]

1954 model A40 Somerset saloon, heater, one owner, guaranteed, £375; also 1956 A40 saloon, heater, guaranteed, £290.—Oldfield, 386, Kensington High St., W.1. Wes. 6631. [C3029]

CAT MOTORS offer 1952 A40 sports, one owner, 50 miles, engine, host of extras, including leather seat covers, Town Country tyres, Marchal twin spots, etc., etc.; sale price 369gns.—Warren St., W.1. Euston 1926. [C1138]

MAYFAIR GARAGES, Ltd.—September, 1953 A40 Somerset convertible, pale blue, heater, fittings late, three-door saloon, etc.—£295.—Bishop's Bridge Rd., W.2. Ambassador 1061. [C3009]

325—Austin A40, 1951, estate car. Traveller type body, heater, fold-down rear seating, sliding windows, carefully used; written guarantee; terms; exchanges.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

AUSTIN A40 Countryman, 1951, green, brown interior, reconditioned engine, new tyres, specially fitted out with panelled sides and roof, carefully maintained, outstanding value.—£295.—Hillwood Motors, Watford Way, London, N.W.7. Mill Hill 4232. Open till 8 p.m. [C2108]

ROWLAND SMITH'S, the A40 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

AUSTIN A50

ERIC HAYES, Ltd., offer:—

1955 Austin A50 de luxe, finished in ivory, one owner, 27,000 miles, £495.—13, Bishop's Bridge Rd., W.2. Ambassador 8266. [C2033]

R. S. CURRIE & Co., Ltd.—

1955 Austin A50 de luxe saloon, black, brown interior, 16,000 miles only, guaranteed, £545.—105, Westbourne Grove, W.2. Baywater 0082. [C1095]

1955 Austin A50 saloon, black; £525. **MONTROSE MOTORS**, N.H. BOSWELL, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 771-2. [C3088]

1955-6 Austin A50 tweed grey; £565. **MCLEAREN & COX**, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6306-8. [C3083]

1955 (Mar.) Austin A50 saloon de luxe, grey; £545. **GEOERGE NEWMAN** & Company, 369, Euston Rd., N.W.1. Euston 4466. [C3033]

1955 Austin A50, heater; £510. **SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8876 7779. [C4016]

SYNE, FRANK & WAGSTAFF, Ltd., Tottenham Hale, N.17. Tel. 4401-2. (Maidenhead 4401). [C4017]

1955 Austin A50 (March), blue, 25,000 miles, one owner; £500. [C2058]

1955 Austin A50 de luxe, heater, tweed grey, one owner; £485.—Farnborough, Kent 52044. [C4019]

1956 A50 de luxe, heater, in very good condition throughout, £655.—Cavendish Motors, Trentham Rd., N.W.6. Willesden 0046. [C1211]

1955 Austin A50, wonderfully maintained by competent owner, £500; another, £480.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

Austin A50 Cars Wanted WHEN you can get the market value from:—

FERRARI ON CRICKLEWOOD, Ltd.—200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2008]

ROWLAND SMITH'S, the A50 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

AUSTIN A55

A1 at Brown's.

1957 (May) Austin A55 de luxe saloon, grey/ivory, red hide interior, heater, many extras, 14,000 miles only, practically unmarked and unblemished, and new; £725; choice of another at £695. **W.** J. **WILSON**, Ltd., 339, Finchley Rd., N.W.3. CAR MART, Ltd.

SOLE London distributors.

OFFER with six months' guarantee.

£710, reg. 1958.—Austin A55 Cambridge, heater, 13,000 miles, CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 2121. [C1039/1]

SOLE London distributors.

OFFER with six months' guarantee.

£680, reg. 1957/8.—Austin A55 Cambridge, heater, 15,000 miles, CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 2121. [C1039/1]

LITTLEFIELD, F. DOVE, Ltd.—

1958 A55 de luxe saloon, 10,000 miles, grey; £760. Tel. Liberty 3456. [C1077]

H. A. **SAUNDERS**, Ltd.—

1957 Austin A55 de luxe saloon, duo-blue, blue upholstery, recorded mileage 8,304, heater; £750. [C4092]

H. A. **SAUNDERS**, Ltd.—Austin A55 saloon, tweed grey, red upholstery, recorded mileage 10,798, heater; £735. [C4092]

AUSTIN A90 & A90 (6-cylinder)

CAR MART, Ltd.

SOLE London distributors.

OFFER with six months' guarantee.

£565.—Austin A90 Westminster, radio, heater, extras de luxe, reg. 1955. [C1039]

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

AUSTIN A90, March '55, heater, very good condition; £475.—Tel. Chelmsford 51617 after 7 p.m. [C1049]

1955 (Aug.) Austin A90 Westminster de luxe saloon, black heater, clock, one private owner, moderate mileage, excellent condition; £485.—348, King St., Hammersmith, W.6. Riv. 2837-8. [C1310]

AUSTIN A55

R. HARDY & SON offer:—

1958 Austin A55, black, with red upholstery, piled and maintained by us, in excellent condition throughout; £725.—52-55, Marylebone High St., W.1. Hunter 0942. [C5068]

NAYLOR & ROOT, Ltd. (Established 1920).

AUSTIN A90 & A90 (6-cylinder)

ERIC HAYES, Ltd., offer:—

1955 Austin A90, finished in beige, one engineer owner; £500.—13, Bishops Bridge Rd., W.2. Ambassador 8266. [C2055]

R. J. MEAD (SALES), Ltd., offer:—

1956 (Mar.) A90 saloon, green, beige leather, 25,000 miles, two owners, heater, nearly new tyres; £950.—42, Queen St., Maidenhead. Tel. Maidenhead 2431-2. [C2111]

1955-6 Austin A90, green, beige upholstery, Kingston By-Pass, S.W.20. Malden 3666-7. [C2113]

1951 Austin Atlantic saloon, re-cond. engine, superb cond.; £434.—Smiths Car Sales, 3, High Rd., Balham, 7625. [C1513]

1955 (Aug.) Austin A90 saloon, black, with red upholstery, low mileage, one owner; £565.—Page Motors, Epsom, Ltd. Epsom 9891-2-5. [C3117]

1955 Austin A90, radio, heater, extras, superb; £535.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

£365!!!—1951 A90 convertible, in beautiful and magnificent condition throughout, choice of 2; choice 2 Atlantic hard tops. [C2052]

LEX & **WOOD GREEN** (Established 1897), 100 acres, 3 months' written guarantee; exchanges; low deposit terms to suit you; 421-324, High Rd., Finchley 6222. [C2052]

£365!!!—A90 Atlantic sports coupe, 1950, in Alfa red, brand new vinyl hood, tawn hide upholstery, black leather seats, etc., etc., etc., etc., etc., mechanically with a first-class road test report. [C2052]

450 other cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Unrestricted hire purchase terms, exchanges. [C1038]

1956 September A90 Westminster de luxe, ex-engineer owner, copious worthwhile extras, exceptionally good; £585; terms; exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045]

AUSTIN A95

LEX '58 Austin A95 d1 saloon, automatic gear box, low mileage, extras; £995. FOUR months' warranty.

LEX GARAGES, Ltd., 555, London Rd., North Cheam, Derwent 2266. [C1653]

CAR MART, Ltd.,

SOLE London distributors.

OFFER with six months' guarantee.

£795—Austin A95 Westminster, heater, de luxe, 20,000 miles, reg. 1957.

CAR MART, Ltd., 150, Park Lane, W.1. (Corner of Piccadilly), Grosvenor 3434. [C1039]

H. SAUNDERS, Ltd.,

1958 Austin A95 de luxe saloon, court grey, red upholstery, recorded mileage, £10,401, automatic gear box, heater, spotless condition; £1,025.

H. FINCHLEY, Ltd., 385-392, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4032]

R. HARDY & SON offer:—

1958 Austin A95 de luxe, black with red upholstery, spotless, supplied and maintained by us, 8,000 miles, when car is new; £995.—52-55, Marylebone High St., W.1. Hunter 0942. [C5067]

CUY SALMON AUTOMOBILES offer:—

1958 (October) Austin A95 Countryman, green/grey hide, 16,000 miles, £1,090. Ports-mouth Rd., Thames Ditton, Emberstock 5551-2-3. [C4042]

PANTILES SERVICE GARAGE, Ltd., London Rd., Guildford. (Tel. 5326.)

1957 Austin '58 Westminster de luxe, automatic, four-door, fitted with town and country tyres, low mileage, one owner; £795. [C3053]

1957 A95 de luxe saloon, duo-green, 8,000 miles, 6 months' guarantee; £795; h.p. terms and part exchange, of course.

SHIREMAN OXFORD, Ltd., 360, Shirley Rd., Southampton. Tel. Soiton 74515. [C4042]

1957 Austin '58 Westminster de luxe, automatic, four-door, fitted with town and country tyres, low mileage, one owner; £795. [C3053]

1957 A95 de luxe saloon, duo-green, 16,000 miles only and in immaculate order throughout; £785.

A. LITTLEFIELD GARAGE, Alwood Rd., Maidenhead. Tel. Littlefield Green 3076, evenings and week-ends.

1958 (Mar.) A95 Countryman, automatic gear box, radio, etc.; also 1956 A95 Countryman, standard gear box, many other estates. Pedigree Estates, Cars, Ltd., 3, N.W.3. Tel. 081-930 0002

1957 (July) Austin A95 de luxe, maroon, Michelin X tyres to rear, one owner, 16,000 miles only and in immaculate order throughout; £785.

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1957 (July) Austin A95 de luxe, maroon, Michelin X tyres to rear, one owner, 16,000 miles only and in immaculate order throughout; £785.

A. LITTLEFIELD GARAGE, Alwood Rd., Maidenhead. Tel. Littlefield Green 3076, evenings and week-ends.

1958 (Mar.) A95 Countryman, automatic gear box, radio, etc.; also 1956 A95 Countryman, standard gear box, many other estates. Pedigree Estates, Cars, Ltd., 3, N.W.3. Tel. 081-930 0002

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1957 (July) Austin A95 de luxe, maroon, Michelin X tyres to rear, one owner, 16,000 miles only and in immaculate order throughout; £785.

A. L

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A105

CAR MART, Ltd.
SOLE London distributors.
OFFER with six months' guarantee.
A105—Austin A105 saloon, heater, overdrive, 14,000 miles, £995, miles, reg. 1958.

CAR MART, Ltd., 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434.

PHILIP RICKARDS, Ltd., offer:—

1958 Austin A105 automatic saloon, 5,000 miles, with matching interior, Borg Warner automatic transmission, very late 1957 registration, 9,000 miles only, fitted heater, Whitewall tyres; £1,075.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907. [C1057]

WEYBRIDGE AUTOMOBILES offer:—
1958 (November '57) Austin A105 saloon, court grey with red flash, overdrive, etc., one owner, 8,000 miles, immaculate condition throughout; £1,025.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4094]

HENLYS offer with 4 months' guarantee:—
1956 Austin A105 saloon, overdrive, black and grey with red interior; £785.

HENLYS, Ltd., 96-98a, High Rd., North Finchley, N.12. Hillside 6666. [C1017]

1958 Austin A105 saloon, 2,900 miles only, dual grey, definitely new as; £1,065; terms; Philip Foster, 106, High St., Cheltenham. Tel. 4202. [C1089]

AUSTIN 105 1956, new eng. 3,000 miles, new battery, new paint, 2-seater, 2-door, heater, overdrive, heater, spotlight, many extras excellent condition, one owner; £725-19. Rockwood Rd. (Cheltenham), Pudsey, nr. Leeds. Tel. Pudsey 77139. [C4919]

1958 Austin A105, one owner, 11,000 miles, Court grey and red overdrive, heater, superiative condition; £950; terms, exchanges, etc. Grays Cars (London), Ltd., 277-281, Green Lanes, London, N.15. Palmers Green 2365. [C4964]

Austin A105 Cars Wanted
GEORGE NEWMAN & Co. require for cash low-mileage Austin A105 cars, 369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023]

AUSTIN A125 & A135
WILCOX & Co. of Northolt

1951 Austin Sheerline limousine, L.W.B., all leather immaculate condition; £875.—Viking 2874. [C1690]

WILLIAM GORDON CARS OF COVENTRY offer:—

1952 Austin Princess saloon, distributor maintained, radio, heater, new tyres, finished velvet green with beige leather, most exceptional luxury car; £550.—Sovereign Road Garage, Earlston, Coventry. Tel. 3377-68349. [C2102]

CAMDEN MOTORS the limousine specialists offer 70 limousines including the following:—
1956 Princess long wheel base 7-passenger limousine, black, leather throughout, full width forward occasions, heaters, washers, privately taxed, superb condition; £2,495.

1951 front cloth rear, radio and heater, colour black, forward occasions, beautiful condition; £845. six months' written guarantee.

CAMDEN MOTORS, Leighton Buzzard 3041. Write for special hire catalogue and illustrated brochure. Open until 8 p.m. Unrestricted hire, purchase terms; exchanges; 450 other cars available. [C1035]

1952 Austin Princess saloon, 2-tone, nominal miles age exceptionally attractive car; £755.

JACQUELINE'S, 109, Grosvenor Rd., London, W.1. Tel. Rivers 6677-8. [C2043]

1950 Austin Sheerline, radio, heater, excellent condition throughout; £355.

SOTT CARS, 341-347, Finchley Rd., Hampstead, London, W.3. Tel. 3777-7779. [C4016]

A&S Cars See under Limousines.

LPE & SAUNDERS, Ltd. (Limousines Purchased). Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. [C1068]

HERSEY'S, We are building deck and bearers of the Princess and Sheerline chassis. Inspection invited.

LPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102]

1950 Austin Princess Connaught, green; £425.—Smiths Car Sales, 3, High Rd., Barnet. [C1343]

1951 Austin Sheerline, radio, etc., recently overhauled.—Overall Garages, Ltd., Staines, Bedford, Ashford, Middlesex. Tel. 5741. [C1460]

1954 26,000 miles only, immaculate condition throughout; £780.—Northwood Hills Motor Co., Northwood 3271. [C3801]

1952 Austin A135 Princess saloon, in perfect condition and wonderful value at £450.—Hunt Motors, Ave. of Spades, Great West Rd., Hounslow. Tel. 5476 3999. [C2144]

£599!!—Nearly 1953 Austin Princess, in spotless condition, only 2 owners; speedometer records 28,000, this vehicle is one of the finest and most genuine we have seen. £599.

CHARLES WOOD GREEN (Established 1897), 100 cars, 3 months' written guarantee; exchanges; low deposit, terms to suit you.—421-424, High Rd., Finchley, Finchley 6222. [C2052]

SHERRLINE saloon in outstanding condition, December, 1959, seen a thorough overhaul, 2-tone colour, written guarantee.—Gordon Cars (London), Ltd., 26, North End Rd., Golders Green, N.W.1. Speedwell 4701.

AUSTIN A155 Princess, 1955, chauffeur maintained, 100,000 miles, coachwork in excellent condition, Vanden Plas, the most magnificent example we have ever seen at only a fraction of its original cost; £1,095.—Lincoln Street Motors (B'ham), Ltd., 1a, Lincoln St., Balsall Heath, Birmingham. Tel. Calthorpe 3751-2-3. [C3153]

AUSTIN A125 & A135

AUSTIN Princess, 1950, radio, heater, 50,000 miles, new tyres, perfect; £950.—Kint. 0628. [C027]

TOM ALLERY AUTOMOBILES: 1951 Austin Sheerline, one titled owner, chauffeur driven, radio, heater, black with tan upholstery, the condition of this vehicle is quite immaculate and should be seen; £375. [C1213]

LPE & SAUNDERS, Ltd., 101, Grosvenor, L.W.B. Limousines and Saloons in above average condition.

A&S Ltd., Providence Court, North Audley Street (Near Selfridges). Mayfair 2941. [W1006]

SEVEN-PASSENGER Princess LWB limousine required, maximum price paid.—Jack Alpe, 50, Marylebone High St., W.1. Welbeck 1124. [W1103]

GOOD Austin A125 or A135 limousine required at once; please send details.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

AUSTIN HIRE CAR

WILCOX & CO. OF NORTHLAND

1950 51 Austin hire cars, new engines: from £475.—Viking 2874. [C4689]

WILCOX & CO. OF NORTHLAND

1951 Austin hire car, B.M.C. diesel, immaculate condition; £875.—Viking 2874. [C2302]

A&S Ltd., 16th Floor, 16-18, Omnis, 10, Grosvenor Gardens, London, SW.1. [C1066]

LPE & SAUNDERS, Ltd. (Limousines Purchased). Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. [C1006]

CAMDEN MOTORS, the limousine specialists, 12 Austin hire cars available, 1949-1952, all guaranteed in writing for 6 months, including the following specially recommended:—
1949 hire car, 4-door limousine, 16hp model, in leather, with forward occasions, new engine, new fittings November of last year, 2 previous owners, original bodywork, no rust; £475.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for special hire catalogue and illustrated brochure; open until 8 p.m.; unrestricted hire purchase terms; exchanges; 450 other cars available. [C1035]

AUSTIN HIRE CARS WANTED
LPE & SAUNDERS, Ltd., require 14hp Hircars in good condition.

A&S Ltd., Providence Court, North Audley Street (Near Selfridges). Mayfair 2941. [W1006]

IMMACULATE Austin hire car wanted, good price waiting.—Champ, Cheshire. Tel. Old 5882. [C5882]

AUSTIN MISCELLANEOUS CARS WANTED

R OWLAND SMITH'S, the Austin buyers; highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [W4018 B]

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 2233. [C0541/R]

Austin Spares and Service

AFOR Austin.—Wimbledon for everything Austin: spares parts and post-war exchange units from stock; also 3.4 B.M.C. diesel spare parts and conversion sets as stock; Saturdays till 6 p.m.; night spares service available till 11 p.m.

WIMBLEDON MOTOR WORKS, Ltd., 29, High St., W.19. Wim. 0123. [C0142/R]

NORMAND, Ltd.,

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley

ARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444 (open until 7 p.m.). [C1062 R]

PB, Ltd., offer:—

1937 4½ Bentley Park Ward saloon, very well maintained.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Ken 9477. [C5035]

MANN EGERTON.

1956 Bentley H. J. Mulliner Continental 4,887cc sports saloon, finished in black with tan hide upholstery, automatic gear box, 29,000 miles; £4,975.—14, Berkeley St., W.1. Hyde Park 2073. [C2006]

H. N. OWEN, Ltd.

1957 S series saloon, pale, black and sand with tan hide, 18,000 miles; £4,550.

S series saloon by Hooper, black with brown hide, 31,200 miles; £4,450.

R type Park Ward power-operated drop head 4½ coupe, midnight blue with blue hide, 51,900 miles; £5,300.

A LARGE selection of used Bentley and Rolls-Royce cars available; officially appointed retailers.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C4133]

H. C. PAUL, Ltd.

1953 (Oct.) Bentley R type automatic saloon, due grey, in very exceptional condition and appearance; £2,375.

1952 Bentley standard steel saloon, big bore, black/brown, 56,000 miles, Bentley report available.

excellent condition; £1,950.

1952 Bentley standard steel saloon, big bore, 61,000 miles; £1,425.

Bentley Freestone & Webb 4-door saloon, black/grey interior, engine overhauled, excellent condition; £1,550-32. Bruton Place, Berkeley Sq., W.1. Tel. Mayfair 0821-2. [C5040]

R. F. FUGGLE, Ltd.

NOVEMBER 1953 R-type automatic standard steel saloon, one owner from new, black with beige upholstery, works history, first-class condition throughout; £2,375.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. R. 1685. [C2017]

RICHARD & GATEN, Ltd.

1953 model R-type saloon, radio, heater, immaculate condition; part exchanges; £1,875.—

100, Peckham Rye, S.E.15. Tel. New Cross 2561. [C4142]

FRANK DALE, Ltd. offers

H. J. MULLINER Ltd., sports saloon, specimen; £325.

H. J. MULLINER Ltd., Bathurst Mews, Sussex Place, W.2. Paddington 5667. [C1177]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BORGWARD

METCALFE & MUNDY, Ltd., sole concessionaires. **1959** TS 75 de luxe, 800 miles only, Dover white with black upholstery, an exceptional opportunity to purchase a virtually new car at £100 under list: £1,395.

1957 TS 75 de luxe, an outstanding example in very attractive dark blue metallic finish with blue and cream interior, genuine 15,000 miles: £1,165. **1957** TS 75, an absolutely immaculate example of this model in black with red trim, genuine 12,000 miles in the care of one careful owner: £1,145. **1956** TS 75, immaculate car in dual-tone sage green with black leather interior, many extras including twin speaker Motorola radio, twin pass lamps and reversing lamps, first-class mechanical condition: £795.

1957 Combi estate car, a low mileage example of a useful dual purpose vehicle, in exceptional condition, very smart silver grey coachwork with unmarked red interior: £995.

1956 Isabella, in very attractive light blue with red trim, and outstanding condition: £795. **1955** example as above and a quite

ALL the above cars have been passed through our workshops and are now offered with full concessionaire's guarantee.

PART exchanges welcomed and confidential credit terms arranged.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., London, S.W.5. Tel. 3241-2. [C3064]

W. T. BAKER (AUTOMOBILES), Ltd.

1958 Borgward TS 75 saloon, in silver grey, 2,000 miles only.—**B**aker (Automobiles), Ltd., 206, Kettering Rd., Northampton. Tel. 4573.

1958 Borgward coupe with white and beige upholstery, 12,000 miles only, in as new condition.—Francis Motors, 393, Humberstone Rd., Leicester. Tel. 66304. [C2131]

REG. TIMMS, your Beds and Bucks distributor, offer:

EARLY delivery of all new models, and the following used cars, all workshop tested and fully guaranteed.

1957 (June) Borgward TS75 saloon, dark blue with blue interior, one owner, fitted radio, heater, Abus exhaust, washers, twin spot lights, just fitted with windscreen, engine condition has only done 1,000 miles, all tyres as new: £1,145. **1957** (model) Borgward TS75 saloon de Maderia grey with black interior, fitted radio, heater, washers, Ace Rimblishers, special exhaust, engine in course of complete overhaul in our workshops and overdrive unit, £1,025.

1959 Borgward TS75 saloon de Luxe, fish silver grey with black hide interior piped with white, fitted H.M.V. radio, heater, special pass lights, etc., guaranteed mileage of only 4,000 miles, excellent reason for sale, today's list price now £1,600, offered with full maker's guarantee, £1,385.

1955 Borgward Isabella saloon, two owners, attractively resprayed in mid blue and silver, most attractive price: £715. **D**EMONSTRATIONS anywhere any time, hire purchase, part exchange.

16 North St., Leighton Buzzard. Tel. 2561 2564-5. Service 2143. [C416]

BLACK & WHITE GARAGES, Tel. 331 and 231 Harlington, Evesham.

ALWAYS a full range of new and used Borgward & Isabella available, see details later. Visit our attractive showrooms, largest stocks of spares and accessories in the Midlands; full repair facilities by trained mechanics. Official Bosch and Hella Distributors (trade also supplied). Borgward Distributors for Worcestershire, Herefordshire and South Warwickshire. Part exchanges and purchase, assistance Black & White Garages. Tel. Harlington 331, Evesham. [C202]

RODNEY HOWARD & Co., Ltd., sole London distributors for Borgward, offer all new models from stock including:

1958 Borgward TS75. Dover white, black interior, 2-toned radio, heater, 7,000 miles only, available in a few days: £1,195.

1958 Borgward TS75, copper red, brown interior, 2-toned radio, heater, 7,000 miles, cost £2,500; offered at £1,895.

DEMONSTRATIONS anywhere, any time, hire purchase, part exchanges: £16, Albemarle St., London, W.1. Hyde Park 7166 1527. [C1236]

1959 estate car, 1,400 miles, graphite grey, red interior, absolutely as new: £1,195.

KING'S GARAGES (SUSSEX), Ltd., 38, London Road, East Grinstead. Tel. 84 222. [C453]

GRAY'S OF BIRMINGHAM, 1958 Borgward Isabella 60 saloon, genuine 5,000 miles, fish silver grey, tartan plastic loose covers, looks brand new—12s, Wellington Rd., Birmingham, 20. Birthright 4093. [C4829]

Borgward Cars Wanted

RODNEY HOWARD & Co., Ltd., are interested in all good used Borgwards.—16, Albemarle St., W.1. Tel. Hyde 7166. [C096 R]

BRISTOL

R. F. FUGGLE, Ltd., Bristol distributors.

406 saloon now available for demonstration by appointment.

1957 £2,975. **1954** £1,555.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017]

1949 Bristol 400 saloon, maroon, immaculate, 48,000 miles, only 2 owners, 100A engine, maintained regardless expense: £150 worth extra! Box 1496.

1953 Bristol 401 saloon, genuine mileage 32,000, excellent: £1,075. A. Boorer, A.M.I.B.E., High Beeches, First Ave, Worthing 851. [C4838]

CEDAR SERVICE STATION, Ltd., Hareham, Bristol. Concessionaries: Hants, Dorset and Wiltshire, welcome your inquiries for new and second-hand Brisols; part exchanges deferred terms.—Tel. Farnham 2277. [C096 R]

BRISTOL

ANTHONY CROOK MOTORS, largest distributors in the world, new deliveries commencing, demonstration car running, choice of 38 used Brisols, all models, continuously changing stock; 3 months' unconditional guarantee.

SPECIAL h.p. rates, normal insurance; for instance, 403 with specially tuned 405 engine, £1,175; 1957 405, low mileage, £2,450; 1955 401, one owner: £995.

High St., Esher, Tel. 4580, and The Roundabout, Hersham, Walton-on-Thames 687. [C1063]

PHILLIPS MOTORS

Farm Rd., N.W.1. Primrose 6666. [C3106]

1951 401 saloon, full '53 specifications, full works history: £835.—Mayfair House, 77, Chalk Charles Follett, Ltd. offer:—

1955 Bristol 403, fitted 405 engine, grey red, 6 months' guarantee: £1,525.

SHOWROOMS: 18, Berkeley St., London W.1. Mayfair 6269. **SERVICE & STORES:** Barnetts Yard, off Elgin Ave., W.9. Cunningham 5363. [C2010]

HENLYS offer with 4 months' guarantee:—

1952 Bristol 401 2-litre saloon, one owner, green with beige interior: £885.

1955 Ld's, 1955, Pimlico House, Piccadilly, W.1. Tel. Hyde Park 9151. [C5102]

Bristol Cars Wanted

ROWLAND SMITH'S, the Bristol buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [T4018]

J. H. BARTLETT—Consult us before selling or exchanging your Bristol.—27, Pembroke Villas, W.1. Baywater 0523.

ANTHONY CROOK largest cash buyers, to maintain our continuously changing stock.—Esher, Tel. 4580. Surrey.

Bristol Spares and Service

ANTHONY CROOK, largest and most comprehensive service and spares organisation outside the factory.—Hersham, Walton-on-Thames (Tel. Walton 687). Service closed noon—Saturdays 10 a.m. to 5 p.m.

R. F. FUGGLE, Ltd., Bristol parts and service.—Bushey, Heath, Herts. Tel. 1685. [S2017]

B.S.A. Spares and Service

BASIL ROY, Ltd. (Scout model): spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7735. [C144 R]

Bugatti Spares and Service

SPARES only.—J. Lemon Burton, Edgware Rd., N.W.2. Gladstone 7677. [C0071 R]

BUICK

SCOTT CARS offer:—

1952 Buick convertible Dynaflow, new power operated hood, fitted radio, heater, in excellent condition.

1951-2 Buick Special saloon, radio, heater.

1950 Buick Roadmaster Dynaflow, radio, heater, in excellent condition.

COTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676 7779. [C4016]

Buick Cars Wanted

SIMPSONS OF WEMBLEY, 345, High Rd., Wembley, 3905 8691/4422. Top prices. [W4015]

Chevrolet Spares and Service

CHEVROLET—concessionaires for the United Kingdom hold good stock of spares; same day service.—B. & C. Concessions, Ltd., 46/50, Gloucester Avenue, Regent's Park, N.W.1. Primrose 0161. [0677 R]

Chrysler Cars Wanted

SIMPSONS OF WEMBLEY, 345, High Rd., Wembley, 3905 8691/4422. Top prices. [W4015]

Chrysler Spares and Service

BLUE STAR GARAGES, Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belgrave Rd., N.W.6. Mal. 5555. [T9131]

CITROËN

HILLS DS19 saloon, one owner, nominal mileage, completely reconditioned, 2-tone grey: £850. 2CV convertible saloon, small mileage.

1958 (April) ID19 saloon, cream, a demonstration car with 50 miles.

1958 (March) DS19 saloon, mist grey, a demonstration car with small mileage.

HILLS GARAGES (MANCHESTER), Ltd., 63, Piccadilly, Manchester, 1. Central 4311. [C4997]

LEX, The Ace

CITROËN distributors, London, N.W.10, and County of Bedfordshire, offer the largest selection of used Citroëns in the country.

4 months' warranty.

1957 (October) DS19.

1954 Light 15, radio.

1953 Light 15, bench-type seat.

1952 Light 15, choice of colours.

A WIDE range of earlier post-war models from £235.

LEX, The Ace, North Circular Rd., London, N.W.10. Tel. 5585-9. Weekdays 9 a.m. to 7 p.m. or by appointment.

EFS, MOTORS, Kingston By-Pass, Esher, Surrey. [C2112]

1957 model Citroën DS19 in grey and cream, one owner, moderate mileage, very good condition: £975.

MOTORS, Kingston By-Pass, Esher, Surrey. [C2112]

1958 ID 19 saloon, very low mileage, as new: £1,325.

1957 DS 19 saloon, low mileage, in excellent condition, complete history available: £1,095.

1958 2CV van, very low mileage, 50-60mpg: £398.

1954 Big 15, excellent condition, our usual guarantee: £485.—Worthing Motors, Ltd., Broadwater Rd., Worthing. Tel. 71. [4938]

CITROËN DS19, very old: £1,450.—Rutherford, Tel. Finchley, before 8.15 a.m. [5035]

1949 Citroën, extremely well maintained car in first-class condition: £285.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C1186]

T. W. HOLLIDGE, Ltd., Citroën agents, sales, service, 64, London Rd., Kingston 6201-2-3. [C2124]

CUTROËN from 2CV to DS19.—Worthing Motors, Ltd., Broadwater Rd., Worthing. [4938]

1958 (Sept.) ID19, 2,500 miles, many extras, duo grey: £1,375.—Dawkins, 27, Well Walk, N.W.3. Tel. 6088. [5041]

T. N. KENDALL & Co., Citroën agents, sales, and service.—26-30, Portman Close, W.1. Welbeck 4732. [2739]

G. NORMAN (WESTMINSTER), Ltd., Citroën sole distributors for London, Essex and Kent, service, spares and replacement units; fully guaranteed used models, at competitive prices, always in stock.

31. Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0736/6]

CADILLAC

£298—Cadillac 6-str. d.l., most magnificent example, radio, heater, spots, discs, fitted regardless, superb mechanically, looks like £3,000, must be seen. 1938 better model 55, A.A. or R.A.C. exams. worth £1,000; exchanged, P.R. Bentwaters, 1, Clevedon Rd., W.11 (50 yds. Holland Park Tube). Park 5066-2. [C1017]

Cadillac Cars Wanted

SIMPSONS OF WEMBLEY, 345, High Rd., Wembley, 3905 8691 4422. [W4015]

JOS THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858. [C1017]

SOLE concessionaires, will purchase Cadillacs models—Showrooms: Bulk House, Albemarle St., Piccadilly, London, Hyde Park 7121. [C304 R]

Cadillac Spares and Services

CADILLAC sole concessionaires; Lendrum & Hartman, Ltd., Bullock Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [C012 R]

CHEVROLET

SCOTT CARS offer:—

1957 Chevrolet station wagon. Powerglide transmission, heater, many other extras as new.

1957 Chevrolet Bel Air, right-hand drive pillarless saloon, radio, heater, side walled tyres and immaculate.

1955 Chevrolet, automatic transmission, heater, in exceptional condition throughout.

1954 Chevrolet, automatic transmission, radio, heater, condition as new.

1953-4 Chevrolet, convertible, automatic transmission, power operated hood, radio and immaculate throughout.

1953 Chevrolet de luxe, radio, heater, in very good condition.

1950 Chevrolet, right-hand drive, radio, heater, excellent condition, choice of two from £395.

COTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676 7779. [C4016]

CHEVROLET—Chevrolet Cars Wanted

SIMPSONS OF WEMBLEY, 345, High Rd., Wembley, 3905 8691 4422. Top prices. [W4015]

Chevrolet Spares and Service

CHEVROLET—concessionaires for the United Kingdom hold good stock of spares; same day service.—B. & C. Concessions, Ltd., 46/50, Gloucester Avenue, Regent's Park, N.W.1. Primrose 0161. [0677 R]

Chrysler Cars Wanted

SIMPSONS OF WEMBLEY, 345, High Rd., Wembley, 3905 8691 4422. Top prices. [W4015]

Chrysler Spares and Service

BLUE STAR GARAGES, Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belgrave Rd., N.W.6. Mal. 5555. [T9131]

CITROËN

HILLS DS19 saloon, one owner, nominal mileage, completely reconditioned, 2-tone grey: £850. 2CV convertible saloon, small mileage.

1958 (April) ID19, cream, a demonstration car with 50 miles.

1958 (March) DS19 saloon, mist grey, a demonstration car with small mileage.

HILLS GARAGES (MANCHESTER), Ltd., 63, Piccadilly, Manchester, 1. Central 4311. [C4997]

LEX, The Ace

CITROËN distributors, London, N.W.10, and County of Bedfordshire, offer the largest selection of used Citroëns in the country.

4 months' warranty.

1957 (October) DS19.

1954 Light 15, radio.

1953 Light 15, bench-type seat.

1952 Light 15, choice of colours.

A WIDE range of earlier post-war models from £235.

LEX, The Ace, North Circular Rd., London, N.W.10. Tel. 5585-9. Weekdays 9 a.m. to 7 p.m. or by appointment.

EFS, MOTORS, Kingston By-Pass, Esher, Surrey. [C2112]

1958 ID 19 saloon, very low mileage, as new: £1,325.

1957 DS 19 saloon, low mileage, in excellent condition, complete history available: £1,095.

1958 2CV van, very low mileage, 50-60mpg: £398.

1954 Big 15, excellent condition, our usual guarantee: £485.—Worthing Motors, Ltd., Broadwater Rd., Worthing. Tel. 71. [4938]

CITROËN DS19, before 8.15 a.m.: £1,450.—Rutherford, Tel. Finchley, before 8.15 a.m. [5035]

1949 Citroën, extremely well maintained car in first-class condition: £285.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C1186]

T. W. HOLLIDGE, Ltd., Citroën agents, sales, service, 64, London Rd., Kingston 6201-2-3. [C2124]

CUTROËN from 2CV to DS19.—Worthing Motors, Ltd., Broadwater Rd., Worthing. [4938]

1958 (Sept.) ID19, 2,500 miles, many extras, duo grey: £1,375.—Dawkins, 27, Well Walk, N.W.3. Tel. 6088. [5041]

T. N. KENDALL & Co., Citroën agents, sales, and service.—26-30, Portman Close, W.1. Welbeck 4732. [2739]

C. G. NORMAN (WESTMINSTER), Ltd., Citroën sole distributors for London, Essex and Kent, service, spares and replacement units; fully guaranteed used models, at competitive prices, always in stock.

31. Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0736/6]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

CNK MOTORS offer:—

- 1955** Citroen light 15, black/sun-roof; choice of 2 from £595.
1953 Citroen Light 15, black/sun-roof, superb; £495.
1953 Citroen 2CV, being overhauled and celloled, details later.
1952 Citroen Light 15, grey, recent overhaul; £425.
1951 Citroen 6, green, £170 overhaul last month, outstanding value at £365.
1950 Citroen Light 15, grey, immaculate; £395.
1949 Citroen Light 15, black, specimen; £365.
1939 Citroen Light 15 roadster, rare model; £185.

TERMS, exchanges, all fully guaranteed.

- CNK MOTORS**, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052]
- 1950** Citroen 6 saloon, colour maroon, engine reconditioned 750 miles ago and set of Michelin x tyres, taxed to end of year; £400.—Huxford 5922, Ltd., West St., Porchester, Hants. Cosham 7022-3. [C2127]

Citroen Cars Wanted

LEX, The Ace, are always in the market for good used Citroens.

- LEX**, The Ace, North Circular Rd., N.W.10. Elgar 5585-9. [TWS134]
- OWLAND SMITH'S**, the Citroen buyers; highest R cash prices.—Hampstead High St., N.W.3. Ham-6041.

- CNK MOTORS** urgently require Citroen 6 saloon, colour maroon, engine reconditioned 750 miles ago and set of Michelin x tyres, taxed to end of year; £400.—Huxford 5922, Ltd., West St., Porchester, Hants. Cosham 7022-3. [C2127]

- GOOD** Citroen required immediately.—G. Edwards, G. Ambury Lane, Harpenden, Herts. Harpenden 118.

- Citroen Spares and Service**

SOUTH OF THE THAMES.

BALES OF CROYDON, distributors and specialists for over 25 years; repairs, overhauls and spares. Tel. Croydon 3131-2. [0167/R]

LEX GARAGES, Ltd. Ace Corner, North Circular Rd., N.W.10. Elgar 5585-9. [0167/R]

COMPREHENSIVE range of Citroen spares in stock C and specialised service and maintenance. [S3/34]

SHRIMPTON'S MOTORS, Ltd., distributors, W.4. Sales, spare and service; 137-143, High Rd., Chiswick, W.4. Chiswick 6139 and 2065 (night). [0727/R]

HIS Citroen parts despatched at any hour by post or passenger train.

HILLS GARAGES (MANCHESTER), Ltd., Port St., H. Manchester, 1. Tel. Central 4311. Grams Hill-car, Manchester.

CITROEN sales and service by highly skilled and experienced mechanics of long standing.—B. & M. Garages, Ltd., 42, St. Michael's St., Paddington 10568/R

CONNAUGHT
465 ens.—Connaught 1952 super sports 2-seater, B.r.g., fawn leather, dry-sump engine, twin carburetors, 4-brach exhaust, etc., written guarantee, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.**CONVERTED CARS**

ALEXANDER specialise in rally-tested conversions A and/or Laycock overdrives for most Austin, Morris, Wolseley and Ford models. Standard 8 and 10, Minx I, II and III, Rapier, Harry or Gazelle, Daimler, Standard, Metropole and Vauxhall. Fitted with W.R. for details, there is an Alexander fitting agent quite near you.

ALEXANDER ENGINEERING CO., Ltd., Haddenham, A. Bucks. Tel. 345. [C1094]

DAIMLERJACK SMITH offers:—
9000 miles only, 1957 Daimler Century automatic saloon, maroon/silver, radio, indistinguishable from new; £1,395.-23, Bruton Place, Berkeley Sq., London, W.1. Mayfair 0661. [C4083]RUSSELL MOTORS offer:—
1954-5 Daimler Conquest saloon de luxe, radio-heater; £675.-47, Sloane St., S.W.1. Sloane 9288. [C3060]**WEYBRIDGE AUTOMOBILES** offer:—**1954** Daimler Century saloon, black with green interior, fitted radio, one owner from new, excellent condition throughout; £775.**WEYBRIDGE AUTOMOBILES**, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19.**GUY SALMON AUTOMOBILES** offer:—**1950** Daimler 2½-litre special sportsman's coupe, red and silver/red hide, matching Mellaroid hood, a beautiful car; £685.-Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]**HENLYS** offer with 4 months' guarantee:**1955** Daimler Conquest saloon, black with brown interior; £795.**HENLYS**, Ltd., Henlys Corner, North Circular Rd., N.W.11, Finchley 0081.9782. [S114]**1952** Daimler, outstanding condition; £535.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111]

CHIPSTEAD MOTORS.—See display page 29. [C1046]**£499**!!!—1952 Daimler Consort de luxe saloon, in superb condition throughout, speedometer records 32,000, black cellulose and leather interior, so beautiful could be taken for a genuine tiny mileage model, one owner from new, £499. Choice also other Daimler Consorts grey and black.**£699**!!!—Daimler Barker special streamlined sports convertible, costing nearly £3,000. 6 or 7 years ago, this is superb, recently overhauled costing £1,100.**LABMS OF WOOD GREEN** (Established 1897), 100 cars, 3 months' written guarantee; exchanges; low deposit terms to suit you.—421-423, High Rd., Finchley, Finchley 6222. [C2052]

DAIMLER

GEORGE NEWMAN (BRIGHTON), Ltd., specialists in guaranteed low mileage cars.

1957 series Daimler Century Mark II, 3,000 miles only, absolutely as new; £1,135.**1955** new by us, finished in 2-tone black and silver grey, immaculate throughout; £745.**GEORGE NEWMAN (BRIGHTON)**, Ltd., Jubilee St., Brighton 24247-8. [5052]**1957** Daimler Century saloon, one owner, silver and blue with blue interior; £1,095.**PASS & JOYCE**, 184, Great Portland St., W.1. Museum 1001. [C3039]**CAMDEN MOTORS** for high-class used Daimler selection from our stock of 30 post-war models.**DAIMLER** Century Mark II saloon, 1956, genuine 15,000 miles only, in the hands of one elderly and very competent owner-driver, a faultless motor car; £945.**DAIMLER** Century saloon, 1955, black, red hide, moderate mileage; £795.**DAIMLER** Century convertible, 1955, with power hood, radio and heater, one owner, so very immaculate that it looks for all the world like a brand new car; £945.**DAIMLER** Conquest saloon, 1955, 21,000 miles, original two-tone finish in maroon and silver, company director's private car, most carefully used; £745.**DAIMLER** Conquest saloon, 1954, another very immaculate specimen car, one owner, black, dark green hide; £645.**DAIMLER** Empress saloon, the fabulous Hooper bodied 2½-litre razor-edge model with twin-carb engine and overdrive, 1951 but in 1958 condition, the finest Daimler model ever made, every possible extra; £995.**DAIMLER** Consort saloons, 1953, choice of two both in black with brown hide interior, moderate mileage, unmarked specimens; from £495.**DAIMLER** Consort saloon, 1951, black, locally owned, Daimler history, very reasonable mileage; £425.**DAIMLER** Consort saloon, 1950, the first national 1950 car we have ever handled, original and unblemished, a moderate mileage specimen motor car; £395.**450** other cars available; write for fully descriptive price catalogue.**CAMDEN MOTORS**, Leighton Buzzard 2041. Open until 8 p.m. Unrestricted hire-purchase terms: exchanges. [C1035]**1951** Daimler Consort saloon, grey with blue leather, speedometer reading 46,795, believed genuine. [C1135]**E. D. ABBOTT**, Ltd., Farnham, Surrey. Tel. Farnham 6282. [C1135]**1953** Daimler Conquest saloon, grey with red upholstery, heater, radio, heater, immaculate condition; £995.-Finsbury 6357. [C4944]**1954** Daimler Consort saloon, excellent condition throughout; £645 or terms.—Kiddys Garage, Harberson Rd., London, S.W.12. Balham 2531. [S127]**STRATSTONE**, the leading Daimler agents for 35 years, have a comprehensive stock of all types of good used Daimlers.—Stratstone, 40, Berkeley St., W.1. [C4022]**DAIMLER** Barker special drop head coupe, 1952, 2-tone grey, red trim, radio, heater, washers, new engine excellent, very good order; £700.—Simmons, Rex Place, Park Lane, W.1. Grosvenor 188. [C4944]**1954** Daimler Consort saloon, heater, radio, 1954, radio, excellent condition; £695.—Gordon Green, N.W.11. Speedwell 4701. [C2141]**1937** Daimler 4½-litre Hooper 7-passenger enclosed closed-drive limousine, very nice order; will accept £655.—Victor Car Hire, Ltd., Primrose Gdns, London, N.W.3. Tel. Primrose 2242. [C4874]**CASS'S MOTOR MART**—1952 Daimler Consort saloon, grey, immaculate. Genuine 31,000 miles; £595; written guarantee; —5, Warren St., W.1. Euston 5523. [C3092]**1958** (Sept.) Daimler 3.8-litre Majestic saloon, 7,000 miles only, fitted H.M.V. push button radio, condition as new; £2,195.**COVENTRY & JEFFS**, Ltd., Tel. Bristol 37076. [C4983]**1956** Daimler Century saloon, heater, radio, unexceptionable condition; exchanges, etc.—Wessex Motors, St. Cross Rd., Winchester. Tel. 5555. Mr. Ingoldby. [C1087]**AZ MOTORS** offer 1951 Consort, superb condition; fitted radio, heater, exceptional opportunity; £425! Also 1954 15hp saloon, gift; £45!—Palmerston Rd., N.W.6. Mai 4723. [C1011]**1955** (Jul.) Daimler Century saloon, black with fawn upholstery, in excellent condition throughout; £785.—Page Motors, Epsom, Ltd., Epsom 9891-2. [C3117]**1956** (July) Daimler Century Mk. II saloon, radio, heater, one owner, taxed in exceptional condition throughout; £865.—Harry Martin, 23, Devonshire Place Mews, London, W.1. Welbeck 3294. [C3092]**1956** Daimler Conquest Century, black and grey, one owner, excellent condition, many extras, low mileage; £925.—Saul & Slatter, Ltd., 44, Alders Hill, Palmers Green, N.13. Fox Lane 1066. [C4002]**1957** Daimler Century automatic saloon, maroon/maroon, fitted H.M.V. radio, heater, wheel trims, 10,000 miles only, one owner, completely immaculate; £1,025. Alec Martin (Garages), Ltd., Grimsthorpe 266-248. [C4127]**1955** (June) Daimler Regency Mk. II saloon, excellent order and appearance, grey and maroon, radio, heater, etc.; written guar.; £975.—Clayton's Cars, London, Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1052]**1956** Daimler Conquest Century, black and grey, one owner, excellent condition, many extras, low mileage; £925.—Saul & Slatter, Ltd., 44, Alders Hill, Palmers Green, N.13. Fox Lane 1066. [C4002]**1957** Daimler Century automatic saloon, maroon/maroon, fitted H.M.V. radio, heater, wheel trims, 10,000 miles only, one owner, completely immaculate; £1,025. Alec Martin (Garages), Ltd., Grimsthorpe 266-248. [C4127]**1955** (June) Daimler Regency Mk. II saloon, excellent order and appearance, grey and maroon, radio, heater, etc.; written guar.; £975.—Clayton's Cars, London, Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1052]**1955** (Aug.) Daimler Conquest de luxe saloon, black with brown hide interior, 1955, 8,000 miles, unmarked and as new, grey/black, heater, Ace Rimbells, etc.; written guar.; £1,075.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1052]**1957** (May) Daimler 104 3½-litre Mulliner Birkinham sports saloon, black with black leather upholstery, very attractive and attractive 5-speed. [C4127]**1955** (June) Daimler 104 chassis, serviced regardless of cost by Daimlers since new, mileage 30,850. Daimlers having just completed a top overhaul and thoroughly checking over car; all necessary extras fitted including one shot leather seat; cost new £2,495; offered at £1,450, complete with 5 mths. guarantee; A.A. or R.A.C. inspection invited.**JARVIS & SONS**, Ltd., S.W.19. Lib. 8221; Wim. 2526. [C2096]

DAIMLER

1956 Daimler Conquest Century, one owner, 15,000 miles only; £940.—Dawner Motors, Ltd., Ewell By-Pass, Ewell, Surrey. Ewell 2382. [C2128]

—Daimler 15 model 621, superb saloon, black with maroon interior, extremely smart car, ready to go anywhere; exchanges, easy terms.—B. & G. Motors, 194-8, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019]

Daimler Cars Wanted

A LPE & SAUNDERS, Ltd., require D.36 to 27hp Saloon & Limousines in above average condition. London, N.W.1. Euston 4466 (12 lines). [C1086]**A&S** (Near Selfridges), Conduit St., W.1. Mayfair 2941. [C1006]**DAIMLER** Century saloon required 1957; consider convertible;—81, Alresford Rd., Winchester.**GEORGE NEWMAN** (CROXTON), Ltd., Kidderminster, Croxton Rd., 575 and 585, Kidderminster. [C1068]**DEBNAM MOTORS** have been Daimler and Lan-

chester specialists for 45 years; only skilled fitters employed.—Atherstone Mews, Cromwell Rd., S.W.7. Knl. 0421. [C1016 R]

ARCOT ENGINEERING, Ltd.—Complete overhauls gear box exchanges and 48 hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. 7321. [C2008]**OWLAND SMITH'S**, the Daimler buyers; highest R cash prices.—Hampstead High St., N.W.3. Ham-6041. [C2128 R]

Daimler Spares and Service

DONALD VINCE OF CROYDON, Service and Sales Specialists, Croydon 575 and 585. [C1068]**DEBNAM MOTORS** have been Daimler and Lan-

chester specialists for 45 years; only skilled fitters employed.—Atherstone Mews, Cromwell Rd., S.W.7. Knl. 0421. [C1016 R]

D.K.W.

D.K.W. sales and service.—B. & M. Garages, Ltd., 42, St. Michael's St. Pad. 6577. [C0116 R]

DODGE

1956 (March) Dodge Kingsway de luxe automatic saloon r.h.d. specially fitted sun-roof, one owner, history, 21,300 miles. [C1072]**JACQUIER**, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043]

EDSEL

On all matters of sales, spare parts, repairs and service consult us, a subsidiary of Ford Motor Company, Ltd.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [C0749]

FIAT

ATHONY CROOK, Fiat distributors and sole con-

cessionnaire for Fiat cars for U.K. offer all new Fiat and Abarth and Bianchi 500 from stock;

used 500, 600, 750, 1100, 1400 Fiat and Abarth.—Esher (Tel. 4580) and Hersham (Tel. Walton-on-Thames 687). Surrey [C1063]

DICKS

1952 Fiat 1100 saloon exceptionally well-main-

tained, very strong and reliable car, econ-

omical; £450. [C1072]

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn. Tel. Gladstone 7175. [C1072]**H. C. PAUL**, Ltd., W.1. Mayfair 0821-2. [C3040]**1958** Fiat 600 saloon, tan, mileage 1,500 only; £565.-32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. [C3040]**S&S MOTORS**, Fiat agents.—All new models from stock.—See below.**S&S**—1959 500c 2-seater cabriolet, good runner;**S&S**—1952 500C cabriolet, excellent condition,**S&S**—reconditioned engine, radio; £325.**S&S**—1955 600, respayed, loose covers, bargain; £400.**S&S**—1956 600 cabriolet, excellent condition; £400.**MOTORS**, Fiat official agents, service units and spares.—18, Leinster Terrace, W.2. Pad. 6174. [C4090]**1956** Fiat 600, as new; £465. [C4090]**1956** Fiat 500 convertible; £395. [C4090]**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111]**MAYFAIR GARAGES**, Ltd., London's Fiat Centre.**MAYFAIR**—A selection of guaranteed used Fiat in "Showroom Window" feature of this issue.**MAYFAIR**—Any make exchanged; make your own hire-purchase terms; literature on request.**MAYFAIR GARAGES**, Ltd., Flat Showrooms, Bishopsgate Rd., W.2. Amb. 1061. 9-6. Sats. 9-5. [C1050]**1956** Fiat 600, heater, immaculate condition; £435. [C1050]**PREMIE MOTORS**, 4 Central Parade, Bromley Rd., Catford, S.E.6. Hit. 3998. [C3063]**CVR**—1958 1900B Gran Luxe, 8,000 miles, as new, one owner, guaranteed.**CVR**—1958 1100 saloon, one owner, excellent condition; £425.**CVR**—1955 1100 saloon, one owner, excellent condition; £425.**CVR**—C. V. Rushmer Automobiles, 45c. Holland Park Mews, W.11. Park 5731. [C3061]**1955** Fiat 600, lovely 2 tone cellulose, heater, seat covers; £299. [C3062]**PREMIE MOTORS**, 4 Central Parade, Bromley Rd., Catford, S.E.6. Hit. 3998. [C3053]**CVR**—FIAT 1100 Spider Grand Veloce, ice blue, first reg. Mar. 1957, one owner only, in absolutely perfect condition, running, £425.**BOLTON LEEDS LTD.**, 120, Albion St., Leeds. Tel. Leeds 36036.**1957** Fiat Multipla, 6-seater estate car or fully folding doors, seats to carry goods or luggage, colour duo green, heater, one owner, completely overhauled and fully guaranteed; £595. Demonstrations arranged, including Sunday mornings.**PLough MOTORS**, Gloucester Rd., Stonehouse, Glos. Stonehouse 682-3; night 702. [C424]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FIAT

1957 Fiat 600 convertible, heater, one owner, 15,000 miles only; £465.—Saunders Abbott, Ltd., Wickham Rd., Beckenham, Kent. Beckenham 7276. [C4146]

1958 (June) Fiat 1100, one owner, 9,000 miles, as new; radio; £750.—Cut Mill Garage, Main Portsmouth Rd., Bosham, Sussex. Bosham 2217. [5084]

1955 (July) Fiat 500 convertible, unmarked, faultless, heater, wing mirrors, overriders; £325.—Victor Motors, 32, Long Millgate, opposite Victoria Station, Manchester, S. Blackcrows 1549. [5174]

1955 (July) Fiat 500 convertible, overhead gear, terms, exchanges; Richards' Cars, Ltd., 55, Kinerton St., S.W.1. Belgrave 3711. [C3045]

1957 600, in excellent condition in all respects, offered with several extras, radio, spot lamp, etc., offered with one year guarantee; £450.—K. Rudd, 41, Higg St., Worthing 7773-4. [5064]

1400A change for 1900 in any condition, cash adjustment.—"Mount Pleasant," Bury Rd., Branksome Park, Bournemouth. (Westbourne) 65376 evenings. [C4146]

SPECIAL OFFER: All used Fiats purchased before 31st January, 1959, from Huxford & Son, Ltd. will be taxed to the end of the year free of charge; send for detailed list.—Huxford & Son, Ltd., West Portchester, Hants. Cosham 7022-5. Fiat distributor. [C4147]

LOCOMBES, Ltd., offer what must surely be the most immaculate used Fiat 600, 1958, one owner, 12,000 miles only; £545; part exchanges, cars and motor cycles; h.p. terms; your existing account settled if you wish.—Slocombes, Ltd., 58-52, Dudden Hill Lane, N.W.10. Willesden 4869 3934. [C4017]

Flat Car Wanted

1955 and later model, urgently required.—35, Kinerton St., S.W.1. Belgrave 3711. [C4146]

FIAT 1500 wanted; '38-'39 or later.—144, Spilsby Rd., Boston, Lincs. Tel. 3157. [4842]

500 2-cyl and 600s required.—Moss, 146, Hill Rd., R. 61, Ladbrooke Grove, W.11. [4789]

R REALLY good 1100 wanted.—Anthony March, Flat 61, Ladbrooke Grove, W.11. [4789]

S&S MOTORS pay more for any Fiat: distance to purchase no object.—18, Leinster Terrace, W.2. Paddington 6174. [W4090]

R OWLAND SMITH'S, the Fiat buyers: highest cash prices.—Hampstead High St., N.W.3. [W4041]

MAYFAIR GARAGES, Ltd.—Best Fiat cash buyers: M private or trade; distance no object.—Bishop's Bridge Rd., W.2. Amb. 1061. [W4095]

Fiat Spares and Services

CMS—S.E. London's leading Fiat specialist for spares, repairs, etc.—356, Lewisham High St., Lee Green 1851-2344. [C4125]

S&S MOTORS London's largest Fiat stockists, fully equipped trained mechanics.—Bay 1644. [0145 R]

FIAT genuine spares from Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651, and officially appointed distributors and dealers throughout the country.

PREMIER MOTORS, main London dealers' distributors for Fiat spares, accessories and services, open 9 a.m. to 6 p.m. Monday to Saturday.—295, Lewisham High St., S.E.13. Lee Green 1051. [S3083 R]

FORD ANGLIA

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer:—

1957 Anglia, fawn, beige heater; £495; hire purchase available.—

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

A1 at Brown's.

1957 (June) Anglia, black, red interior, heater, extras, beautifully kept and practically unmarked, 10,000 miles only; £495.

1955 model Anglia saloon, black, red interior, carefully used, A1 certificate; £445.

1949 Anglia saloon, fawn interior to match, extras, in excellent condition throughout, A1 certificate; £265.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. W. Ham. 2284. [C1025]

L. F. DOVE, Ltd.

1953 Ford Anglia, recon, engine, grey; £285.—L. F. Dove, Ltd., 44, Kingston Rd., London, S.W.19. Tel. Liberty 3456. [C1077]

PERRY'S OF HARROW.

HAVE an excellent choice of post-war 8hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

W HAROLD PERRY, Ltd., High Rd., Harrow 4, Weald, Middlesex (opp. Bus depot). [0099/R]

CARLKE & SIMPSON, Ltd., offer:—

1958 model Anglia saloon, grey, heater, one owner, immaculate; £495.—Sloane 0436. [C1048]

W WARWICK WRIGHT, Ltd., offer:—

1956 Ford Anglia de luxe saloon, black, red/grey upholstery, heater, 24,000 miles; £465.

1953 Ford Anglia saloon, grey, red upholstery, 19,000 miles; £395.

W WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4137]

ALLERY & BERNARD, Ltd. (Ford Agents), offer:—

1957 (August) Anglia saloon, with heater, 7,600 miles, in new condition; £485.—372, Kings Rd., Chelsea, S.W.3. Flaxman 7345. [C1185]

1957 Ford Anglia grey; £475.—Streatham Hill Motors, 54, Streatham Hill, Tulse Hill, 221. [C1085]

1956 Anglia one owner, heater above average condition; £475.—Esher 2255. [C4086]

1956 Anglia de luxe, black/red and white interior, heater; £475.—Campbell Symonds, Alperton 1515. [C4137]

1955 model Ford Anglia saloon, light green, heater, screen washers, wing mirrors, one private owner, moderate mileage, excellent condition; £395.—

1946, King St., Hammersmith W.6. Piv. 2837-8. [C3130]

FORD ANGLIA

SEYMOUR & CLEMENTS, Ltd., offer:—

1956 (July) Ford Anglia saloon, grey, red interior, one careful owner, heater, unmarked inside and out, as new, any exam; £445; low deposit—38, Watford Way, Hendon Central, N.W.4. Tel. 9111. [C1067/R]

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Angelas always available; phone for our list.—Used Car Dept., Perivale 3388.

1957 Ford Anglia de luxe, green/grey, one careful owner, moderate mileage, very clean, guaranteed; terms or part exchange; £480.

A. H. TURNER, Ltd., Markham Moor, Retford, A. Notts, Tuxford 215. [C1056]

1953 Ford Anglia, heater; £225.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4273-4.

1953 Anglia saloon, green, smart; £225.—Roy's Park, N.W.1. Euston 2700/8894. [C3059]

1954 Anglia saloon, blue, heater, good; £395. R.H.L. Motors, Ltd., 601-609, Kings Rd., S.W.6. Renown 4492 6647. [C3125]

465 gns.—Ford Anglia 1957 saloon, grey, heater, one owner, exceptional; written guarantee; choice of 21 terms, exchanges; Roy's Park below.

225 Channel green, fawn upholstery, very good condition; choice of 21 terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1958 Ford Anglia '55 model, 2-tone, red/blue, £389.—Rowland Smith, Hampstead 6041. [C4028]

1955 Ford Anglia, two tone, heater; £245.—Streat Hill Motors, 54, Streatham Hill, Tulse Hill 221. [C1055]

1957 Ford Anglia de luxe, 2-tone, heater, low mileage; £225.—Richard France, Ltd., 252-254, High Rd., Tottenham 0353. [C2118]

1958 (September) Ford Anglia, heater, red/blue, 4,200 miles only, as new; £550; h.d. arranged.—98, Eastern Rd., Romford. Tel. 4012-12. [C4132]

1946 Ford Anglia, black with brown upholstery; £150.—Walters Motors, Ltd., 356, High St., Ponders End, Enfield, Middx. Tel. Howard 1646 or 1931. [W4090]

1953 (October) Ford Anglia, black with red upholstery; £275.—Walters Motors, Ltd., 356, High St., Ponders End, Enfield, Middx. Tel. Howard 1646 or 1931. [C1053]

1957 model Anglia de luxe, extras, under 9,000 miles, super; £290.—Rawlings Tudor Garage, Ltd., 928-931, Fulham Rd., S.W.6. Renown 2281. [C4132]

1955 Anglia, beige with red interior, fitted heater, wheel mirrors, twin trim and reversing light, carefully maintained by one owner only; mileage 28,000; £425.—Premswold, Ltd., Leatherhead 3232. [C4028]

1957 Ford Anglia, stage II, Elva conversion, close-tolerance, non-fade brake linings, carburetors, air-boosted brakes; £495.—J. E. Bird Automobiles, Ltd., Lee Green 1072. [C4023]

1957 special new Anglia de luxe saloon, equipped with twin carb, conversion, overdrive, radio and heater, very, very rare series, fantastic performance, one owner since new and immaculate throughout; £500.

450 other cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Unrestricted hire purchase terms. Exchanges. [C1035]

FORD POPULAR

Ford Anglia Cars Wanted

LOW mileage 1956-7 Anglia de luxe—Harford, 4, Lincoln House, Basil St., S.W.3. Ken. 1357. [C1814]

R OWLAND SMITH'S, the Anglia buyers' highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

FORD POPULAR

A1 at Brown's.

1955 Ford Popular saloon, fawn, blue interior, heater, tractors, record, engine, taxed, well kept, A1 certificate; £295.

1954 Popular, fawn, red interior, many extras, A1 certificate; £275.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. W. Ham. 2284. [C1025]

R. C. WIMBUSH, Ltd., offer:—

1958 (June) Ford Popular Newark grey, flashing type indicators, 7,000 miles; £350-312.

Earl Court Rd., London, S.W.5. Fremantle 6401. [C4056]

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Popular cars always available; phone for our list.—Used Car Dept., Perivale 3388. [C1034]

1955 Ford Popular saloon, black as new through out; £375.—Hale Motor. Tot. 7771. [C2079]

1958 Ford Popular, blue, 8,000 miles, one owner, heater, tractors; £385.—Johns Garage, Goswell, Surrey. Tel. Sherb. 204. [C1026]

1954 (Dec.) Popular, original condition, blue, ex-hired, reconditioned engine, remainder overhauled; guaranteed; exchanges welcome; £275. Mitcham 2976-7508. [C4054]

1957 Ford Popular, blue, 7,000 miles only, in perfect condition, could easily be mistaken for a new car; £375.—Coles Garage, Ltd., 42, Wimpole Rd., S.W.19. Wimbledon 0195. 96-98, Ewell Bypass 2392. [C4054]

245 c.c. Ford Popular 1954 model saloon, trafficators, parcel shelf, excellent condition; choice of 5 terms, exchanges list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Ford Popular Cars Wanted

GEOFFREY CLARKE pay most. Tel. 5211. [C1085/R]

OWLAND SMITH'S, the Popular buyers' highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

FORD PREFECT

1953 (July) Ford Prefect saloon, in green, very good condition; £285.—Catermoles (Garage), Ltd., 79, Pentonville Rd., N.I. Terminus 1001. [C1180]

FORD PREFECT

1955 (Nov.) Ford Prefect estate car, beige, mileage 12,000, serviced, 6 months' guarantee; £495. Showroom 18, Berkeley St., London, W.1. Mayfair 6236-18.

SERVICE and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2016]

1958 Ford Prefect estate car, heater, one owner, very low mileage, as new; £565.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

FORD SQUIRE

A1 at Brown's.

1958 Ford Prefect saloon, black, red interior, heater, extras, 12,000 miles; £585.

J. BROWN, Ltd., 339, Finchley Rd., N.W.3. [C1025]

H. C. PAUL, Ltd.

1956 Prefect saloon, green, various extras, 18,000 miles, in excellent condition throughout; £475. [C2021-R]

PERRYS OF HARROW.

HAVE an excellent selection of post-war 10hp saloons

'PHONE Harrow 4282 and 9140 for details.

W. WEALD, Middlesex (opp. Bus depo). [C1010/M]

WARWICK WRIGHT, Ltd., offer:—

1953 Ford Prefect saloon, black, red upholstered; £229.

1955 black, heater; £465.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Prefects always available; phone for our list.—Used Car Dept., Perivale 3388. [C1034]

1956 Ford Prefect saloon, colour fawn and splendid throughout, fitted heater; £475.

1957 Ford Prefect de luxe saloon, immaculate, black paintwork, low mileage and fitted heater; £535.

ERRALIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008]

1958 (December) Ford Prefect de luxe saloon, £575.

1959 Ford Prefect de luxe saloon, £644. [C4106]

1956 Ford Prefect saloon, £480.—Ings Garage, Maidenhead. [C2119]

425!!!—1955 Ford Prefect saloon, spotless black cellulose, one owner, many extras, choice another colour.

LMBS OF WOOD GREEN (Established 1897), 100 cars, 3 months' written guarantee; exchanges; low deposit, terms suit you.—421-423, High Rd., Finchley 6229. [C2052]

Ford Prefect, one owner, green/beige leather, heater, etc.; £495.—Douglas Service Station, 51 & 53, Eleanor Rd., Waltham Cross 4124. [C4124]

1958 Ford Prefect de luxe saloon, low mileage; £574.

1955 Ford Prefect saloon, beige, leather, heater, etc.; £495.—Rowland Smith, Hampstead 6041. [C4017]

1956 Ford Prefect de luxe saloon, black, fawn upholstery, excellent condition; choice of 3 terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4028]

1955 Ford Prefect saloon, black with red interior, 10,000 miles, house, heater, washers, immaculate condition throughout; £685.—Harold Hamlin (Cars), Ltd., Basingstoke. Tel. 19. [C2143]

1957 (Nov.) Ford Prefect, Sarum blue, one owner, perfect condition, many access. Alexander 7012. [C3151]

1955-6 immaculate condition; £459.—G.P. (Balham) Ltd., 22, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Bal. 1107. [C2024]

1956 Ford Prefect saloon, grey, 7,300 miles only, in excellent condition; £685.—Harold Hamlin (Cars), Ltd., 22, Balham Hill, S.W.12. [C2077]

1958 Ford Prefect saloon, grey, 7,300 miles only, in excellent condition; £685.—Revs'ys Motors, Ltd., 75-75 Albany St., N.W.1. Euston 6994. [C4117]

Ford Prefect Cars Wanted

R OWLAND SMITH'S, the Prefect buyers' highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

FORD ESCORT

1956 Escort, black red interior, one owner; £465.

CAMPBELL SYMONDS, Alperton 1515. [C1037]

1957 Ford Escort, 23,000 miles, heater; £495.

Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C2110]

FORD SQUIRE

CHARLES FOLLETTE, Ltd., officially appointed Ford retailers, offer:—

1955 (Nov.) Ford Squire estate car, beige, mileage 10,000, serviced, 6 months' guarantee; £495.

SHOWROOM, 18, Berkeley St., London, W.1. Mayfair 6236-18.

SERVICE and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2016]

1958 Ford Squire estate car, heater, one owner, £565.—Cavendish Rd., N.W.6. Willesden 0046. [C1121]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD SQUIRE

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—
1958 model (registered Nov., '57) Ford Squire, 2-tone blue, heater; £655; hire purchase facilities available.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

FORD CONSUL

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—
1956 Consul Mark II black, heater; £655; hire purchase facilities available.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

A1

1957 (July) Consul Mark II saloon, ivory red interior, many extras, including heater, radio, Town & Country tyres, safety lights, etc. beautifully kept and maintained, 16,000 miles only, A.I. certificate: £725.

1956 (July) Ford Consul heater, Consul Mark II saloon, black, fawn interior, heater, extras, taxed, in really exceptional condition. A.I. certificate: £725.

1955 (Dec.) Mark I Consul, black and red interior, many extras, an outstanding example, in exceptional condition; £525.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham, 2284. [C1025]

SPUR GARAGE offers:—

1957 Consul, blue, heater, one owner, unmarked car; £650.

1955 (Nov.) Consul Dorchester grey, heater, etc. one owner, remarkable order; £535.—Bushey Rd., Raynes Park, S.W.20. Liberty 4852. [C4109]

R. HARDY & SON offer:—

1957 Ford Consul, black, low mileage, one owner, heater, whole car in excellent condition; £655.—52-Ss, Marylebone High St., W.1. Hunter 0942. [5070]

J. DAVY, Ltd., Ford dealers.

1957 Ford Consul saloon, heater, one owner, excellent condition; £665.

180—184, Kensington High St., W.8. Wes., 7181; 215, Brompton Rd., S.W.3. Kni., 4215; 68, North Row, Park Lane, W.1. Hyd. 2311. [C1069]

H. BEART & Co., Ltd., offer:—

1956 Ford Consul, finished in ivory and red, fitted heater, one owner; £635.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081]

R. C. WIMBUSH, Ltd., offer:—

1957 (May) Ford Consul saloon, grey, heater, 14,000 miles, excellent condition; £645.—312, Earls Court Rd., London, S.W.5. Fremantle 8401-2-3. [C4056]

HAROLD RADFORD & Co., Ltd.

1958 Consul de luxe, black with heater, 7,000 miles; £750.—Kensington 6642. [C4147]

PERRY'S OF BOWES ROAD offer:—

1957 (November) 1958 model Consul, Kenilworth blue, heater; £725.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128]

COOMBS SERVICE STATION offer:—

1958 model Consul Farnham estate, Kenilworth blue and Newark grey, fitted whole host of spares, including heater, wing mirrors, etc. Abbott being refinished in the new 1959 Zodiac 2-tone colour style, low mileage; irreparable value at £895.

COOMBS SERVICE STATION (GUILDFORD), Ltd. By-Pass Rd., Guildford 62962. [C1158]

1957 Ford Consul convertible; £785.

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 4441 6666. [C1036]

WARWICK WRIGHT, Ltd., offer:—

1957 Ford Consul Phase II saloon, black, red/grey upholstery, heater, 18,000 miles; £675.

1956 Ford Consul Phase II convertible, grey, red/grey upholstery, heater, 10,000 miles; £725.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4137]

EMLYNDEN MOTORS, Ltd., offer:—

1958 (Oct.) Consul, 3,000 miles, one owner, radio, heater, covers, washers, etc. as new; £785.

1958 (July) Consul convertible, 5,000 miles, one owner, heater, leather upholstery, immaculate; £875.—King's Lynn By-Pass, Tolworth 134051

1954 Ford Consul Mark I saloon, heater, guaranteed; £645; terms, exchanges.—Palmer's, 5, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034]

1955 (February) Ford Consul saloon de luxe, green, beige interior, heater, wing mirrors, reversing light, etc. in most immaculate condition throughout and guaranteed; £485.

A. LTWOOD GARAGE, Altwood Rd., Maidenhead, A. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107]

1955 Ford Consul convertible, extras in £495!!—1954 Ford Consul convertible, extras in £495!!—1954 Ford Consul convertible, extras in £495!!—1954 Ford Consul saloon, radio, heater, heater, extremely nice condition, and of superior performance—Jennings, Richmond 3368. [C3103]

1955 Consul Bristol fawn saloon, radio, heater, host of extras, as new; £525; distance no object; open weekend, immediate h.p.; guarantee: £1,176 changes.—Ainslie Street Motors, Whitchurch 8405. [C1176]

WALTER SCOTT, Ltd. 1957 model (1956, November) Mark II Consul, grey, leather, heater, 21,000 miles, one owner; £595.—39, College Cres., N.W.3 (Swiss Cottage). Tel. 466-7836. [C3006]

1956 Ford Consul saloon, fawn, fitted with heater, 2-tone blue, passlight and reversing light, in really exceptional condition and must be seen to be appreciated; £555; written guarantee; terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001]

FORD CONSUL

PETER BANTOCK CAR SALES offer:—

1956 Mark II Consul convertible, heater, nominal mileage, outstanding example; £695.—High Rd., Chiswick 2725-5870. [C1014]

CATERHAM MOTOR CO., Ltd., offer:—

1958 Ford Consul Series II saloon, heater and radio, centre arm rests, one owner, 9,000 miles; £775.

CATERHAM MOTOR CO., Ltd., Reigate 2245. [C1187]

DIXON'S GARAGE (PUTNEY), Ltd., offer:—

1956 Ford Consul, ivory & red upholstery, fitted heater, 18,000 miles, one owner immaculate; £625.—134, West Hill, S.W.15. Putney 0396. [C1073]

PARK MOTORS (KINGSTON), Ltd., offer:—

1956-7 Ford Consul, light green, radio and heater, very low miles, one owner, one titled owner; £675; 10% deposit and free h.p. insurance.—187-195, London Rd., Kingston-on-Thames. Kingston 7610. [C3124]

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Consuls always available; phone for our list.—Used Car Dept., Perivale 3388.

1955 Ford Consul, very carefully used; £540.

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 4441 6666. [C1036]

CHIPSTEAD MOTORS.—See display page 29. [C1046]

1957 Consul, small mileage; choice of 3; £695.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey N.8. Mountview 5228. [C4111]

1957 Consul Farnham estate, grey, radio, heater, immaculate condition; £845.

BRENT CROSS GARAGE, Ford Distributors, Hendon Way, Hendon, N.W.4. Tel. Speedwell 1196-7-8. [C1097]

1956 (Oct.) Consul, ivory, immac, low mileage, twin mirrors; £625.—Pal. 4234. [C1083]

1957 Ford Consul convertible, ivory, one owner, absolutely as new; £750.

1957 Ford Consul saloon, radio, heater, screen-wash, one owner, fawn, unmarked; £715.

EATON MOTOR CO., Eaton Socon 236 (St. Neots). [C2114]

1957 (Dec.) 1958 model Ford Consul saloon, Dover white, 10,000 miles; £755.

GEOERGE NEWMAN & Company, 369, Euston Rd., London, N.W.1. Euston 4466. [C3033]

Ford Consul Phase II 1956 model with heater; £590. Tel. Chelmsford 4831. [C1149]

1955 Ford Consul, bargain of the year, £485; h.p. terms; £489.—Smiths Car Sales, 3, High Rd., Balham, Balham 7628. [C1134]

1956 (June) Consul MK. II, blue, one owner, heater, 26,000, taxed; £625.

THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond 6441. [C1116]

1956 Ford Consul Mk. II saloon, fawn, fitted heater; £625.—Hale Motors, Tot. 7771. [C2077]

1954 Consul, black/red interior, one owner, £510; £450.—Campbell Symonds, Alperton 1515. [C1037]

1956 Consul, 2-tone, superb condition throughout, heater; £489.—Smiths Car Sales, 3, High Rd., Balham, Balham 7628. [C1140]

1957 Ford Consul convertible, ivory, power operated; £815.—Davies Car Centre, 22-34, Horn Lane, Acton. Tel. Acorn 6731. [C1120]

1956 Mk. II Ford Consul, heater, green, very nice condition; £635.—Dawson Motors, Ltd., Ewell By-Pass, Ewell, Surrey. Ewell 2382. [C2128]

1956 Ford Consul saloon, Bristol fawn with red upholstery, heater and in excellent order; £525.

1957 Ford Consul II saloon, Kenilworth blue and unmarked throughout, fitted heater; £675.

FERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2008]

L OW-MILEAGE Mark II Consul wanted.—Pinner Motor Co., Pinner 456. [W3105]

FORD CONSUL

1954 Ford Consul saloon, heater, radio, exterior sun visor, loose covers, etc., excellent condition; £665.—Golby's Garage, Ltd., 111a, Earls Court Rd., S.W.5. Fremantle 6375. [C1071]

1956 1955 Consul Mark I saloon, extras; £650; also Tudor Garage, Ltd., 228-231, E. W. Renown 2280. [C1132]

1958 Consul de luxe, in blue black, 2-tone, silk nylon upholstery, transistor radio, heater and all extras, immaculate and low mileage car; £725; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26838. [C2065]

1953 model Consul saloon, black, red interior, owner maintained car, good condition (decorbodied 3,000 miles); £725.—172, Sheen Court, Richmond. Prospect 602-370. [C1173]

WM heater, mileage 8,000, precisely as new; £750.—Welbeck Motors, Ltd., the well-known Ford dealers, 109, Crawford St., London, W.1 (near Baker St. Station). Tel. Welbeck 1159. [C4049]

1958 Consul grey & red, convertible, under 3,000 miles, one owner, absolutely as new, maker's guarantee heater, screen washed top & reversing lamps sun visors originally cost £1,025, for sale at £925; taxed.—Tel. Radlett 5153. [C4895]

675 kms.—Ford Consul late 1957 Mark II saloon. Hereford green, heater, one owner, small mileage; written guarantee, terms, exchanges, list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead tube). [C4018]

1959 (Aug.) model Ford Consul, registered November 1958. Bacon grey, black hide upholstery, exceptionally low mileage of 1,800 miles, condition as new with the following extras, heater, radio, spot lamp, fog lamp, reversing light, centre rear arm rest, lambswool carpets, overriders, underseated, windscreens; washer, taxed for the year; £935.—John Clayton, East Horsley, Surrey. Tel. 400. [C1173]

Ford Consul Cars Wanted

R OWLAND SMITH'S, the Consul buyers; highest cash prices.—Hampstead High St., N.W.3. Ham, 6041. [W4018 R]

WHY accept less for your Consul I or II when you can get full market value from:—

FERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2008]

L OW-MILEAGE Mark II Consul wanted.—Pinner Motor Co., Pinner 456. [W3105]

FORD ZEPHYR

A1 at Brown's.

1957 (July) Ford Zephyr saloon, fawn, interior to match, many extras including heater and radio, speedometer reading 6,000 miles only, undoubtedly genuine, beautifully kept by one extremely careful owner, must be seen to be believed; £750.

1957 (June) Ford Zephyr, automatic saloon, grey interior to match, heater, 17,000 miles only; £825.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham, 2284. [C1025]

CAR MART, Ltd.

OFFER with six months' guarantee.

£825.—Ford Zephyr saloon, heater, auto transmission, 15,000 miles, reg. 1957 R.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

CAR MART, Ltd.

OFFER with six months' guarantee.

£695.—Ford Zephyr saloon, heater, extras, 13,000 miles, reg. 1957.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

REG. TIMMS offers:—

1957 (August) Ford Zephyr convertible coupe, Dorchester grey with brown and white matching interior, power operated, fitted radio, heater, pass lights, etc., total guaranteed mileage 17,000 miles, the whole car is as new, originally cost nearly £1,300, attractively priced; £995.

HIGH PURCHASE part exchanges—16, North St., Leighton Buzzard. Tel. 2561, 2564-5. [C4120]

SCOTT CARS offer:—

1957 (series) Ford Zephyr, automatic, outstanding condition; £845.

1955 Ford Zephyr drop head, heater, in outstanding condition; £595.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016]

H. A. SAUNDERS, Ltd.

1957 Ford Zephyr saloon, green, green upholstery, recorded mileage 10,224, whitewall tyres; £745.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillsdale 5272 (8 lines). [C4092]

1958 (December) 300 miles, heater, grey; £885.

—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106]

1953 Ford Zephyr, blue/white, many extras, good condition; £425.—Johns Garage, Gomshall, Surrey. Tel. Shore 204.

1956 Ford Zephyr, grey/red upholstery, Raymond May conversion head, heater, many extras, a fast attractive car; £650.—Manley Motors, 152, South Ealing Rd., Tel. Ealing 5341. [C4038]

1956 Ford Zephyr Mark II, convertible, fitted with super hood and finished in green and grey; superb example; terms and exchanges; £750.—Starnes Motors, 103, The Broadway, Cricklewood, N.W.2. Tel. 480-0296. [C4144]

1955 Ford Zephyr, finished green, heater, Regency seat covers, one owner, 3,000 miles only, guaranteed since new, this car must be seen to be appreciated as it is in virtually brand new condition; £650.—Bells Service Garage, 144, London Rd., Kingstone-on-Thames. Kingston 185. [C1016]

1958 Ford Consul Farnham Abbott estate, heater, etc. immaculate.—Pedigree Estate Cars, 340, Euston Rd., N.W.1. Euston 7889. [C3039]

1959 model Consul blue, 400 miles, heater; £750.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106]

1958 Ford Consul, 2-tone blue, heater, sun visor; gift. £465!—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

1957 Consul, grey, sunroof, heater, etc. one 1957 owner; £640.—Vanderbilt Bros. Ltd., 215, Haverstock Hill, N.W.3. Svl. 4441. [C4067]

!!! 1958 Ford Consul Farnham Abbott estate, heater, etc. immaculate.—Pedigree Estate Cars, 340, Euston Rd., N.W.1. Euston 7889. [C3039]

1959 model Consul blue, 400 miles, heater; £750.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106]

1958 Ford Consul saloon, beige, heater, extras, 1957 condition throughout; terms.—Autosnips, 5 High Rd., Balham 1509. [C1009]

1955 Ford Consul convertible, 2-tone blue and white, heater, seat covers; £450.—Wargrave Motors, Ltd., Wargrave, Berks. Tel. Wargrave 206. [C1022]

1955 Ford Consul saloon, beige, heater, extras, 1957 condition throughout; terms.—Autosnips, 5 High Rd., Balham 1509. [C1009]

1955 Ford Consul convertible, 2-tone blue and white, heater, seat covers; £450.—Wargrave Motors, Ltd., Wargrave, Berks. Tel. Wargrave 206. [C1022]

1955 Ford Consul, 2-tone blue and white, heater, extras, 1957 condition throughout; terms.—Autosnips, 5 High Rd., Balham 1509. [C1009]

1955 Ford Consul convertible, 2-tone blue and white, heater, seat covers; £450.—Wargrave Motors, Ltd., Wargrave, Berks. Tel. Wargrave 206. [C1022]

1955 Ford Consul, 2-tone blue and white, heater, extras, 1957 condition throughout; terms.—Autosnips, 5 High Rd., Balham 1509. [C1009]

1955 Ford Consul convertible, 2-tone blue and white, heater, seat covers; £450.—Wargrave Motors, Ltd., Wargrave, Berks. Tel. Wargrave 206. [C1022]

1955 Ford Consul, 2-tone blue and white, heater, extras, 1957 condition throughout; terms.—Autosnips, 5 High Rd., Balham 1509. [C1009]

1955 Ford Consul convertible, 2-tone blue and white, heater, seat covers; £450.—Wargrave Motors, Ltd., Wargrave, Berks. Tel. Wargrave 206. [C1022]

1955 Ford Consul, 2-tone blue and white, heater, extras, 1957 condition throughout; terms.—Autosnips, 5 High Rd., Balham 1509. [C1009]

1955 Ford Consul convertible, 2-tone blue and white, heater, seat covers; £450.—Wargrave Motors, Ltd., Wargrave, Berks. Tel. Wargrave 206. [C1022]

1955 Ford Consul, 2-tone blue and white, heater, extras, 1957 condition throughout; terms.—Autosnips, 5 High Rd., Balham 1509. [C1009]

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1955 Ford Consul, 2-tone blue and white, heater, extras, 1957 condition throughout; terms.—Autosnips, 5 High Rd., Balham 1509. [C1009]

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1955 Ford Consul convertible, 2-tone blue and white, heater, seat covers; £450.—Wargrave Motors, Ltd., Wargrave, Berks. Tel. Wargrave 206. [C1022]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AMERICAN FORD

1958 (April) Fairlane r.h.d. town sedan, automatic, radio, heater, one owner, any trial: £1,995.—Carr of Morley, Ltd., Bradford Wakefield Rd., Morley, N.R. Leeds. Tel. Morley 1821-23. [C4850]

AMERICAN FORD CARS WANTED
SIMPSONS OF WEMBLEY, 345 High Rd., Wembley, 3905/8891/4422. Top prices. [W4015]

FORD MISCELLANEOUS

CHARLES FOLLETT, Ltd., officially appointed Ford retailers, offer:

1958 Ford Anglia de luxe, 2-pedal saloon, grey; heater, one owner, 12,000 miles, 6 months guarantee: £510.

1955 Ford Popular saloon, grey, 2 owners, 18,000 miles, 6 months' guarantee: £310.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE AND STORES: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

PERFORMANCE CARS unique selection (198 cars) see our full page next week. [C3041]

T. N. KENDALL & CO., Ltd. Ford agents, sales and service—26-30, Portman Close, W.L. Welbeck 4732. [L2026]

Ford Miscellaneous Cars Wanted
ROWLAND SMITH'S, the Ford buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

For Spares and Service
NORMAND, Ltd.

HAVE your car serviced by the experts. SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0338]

ALLEN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 7222 (5 lines).

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 6633), main Ford dealers, service and all spares. [0093 R]

FRAZER NASH

J. H. BARTLETT—Frazer Nash, first registered Aug. 1957. B.M.W. V8 twin carburettor engine, 4-speed close ratio fully synchromesh gear box, fully streamlined lightweight 2-seater coupe, 140 m.p.h., superb competition fast road car, 6,000 miles only, cost approx. £3,750. Now offered at bargain price £1,620.

27, Pembroke Villas, W.11. Bayswater 0523. [C1013]

MILLE MIGLIA 1950 2-seater, unmarked and in practically original condition, equipped with windscreen and racing screen, front and rear mudguards, oil radiator, racing headlights, 17-inch wire tan Michelin X tyres; past achievements include an average of 118.58mph for 200 miles, and over 120 miles covered in one hour; now tuned for road use; cost new over £3,000, unequalled value at 95c/m.; written guarantee, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

FRAZER NASH-B.M.W.

1958 (Aug.)—Frazer Nash-B.M.W. late 1959 321 sports saloon, good tyres, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Frazer Nash-B.M.W. Cars Wanted
ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

FRISKYSPORT
365 gns.—Friskysport (April) 1958 convertible coupe, luggage carrier, unused spare, small mileage, practically new; written guarantee, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

GOGGOMOBIL

BUY your Goggomobil from
MAIN distributors, London and Middlesex, new and used Goggomobils for immediate delivery: spares and service.

MANSSELL & FISHER, 93-95, Old Brompton Rd., London, S.W.7. Knightsbridge 7705. [0431/R]

Goggomobil TS 400, graphite grey coupe: £595.

1957 TS300, graphite and ivory coupe: £450.

1958 T400 grey saloon, 1,600 miles: £485.

1958 T400 grey saloon, sun roof, 2,000 miles: £475.

1957 T300, blue/grey saloon, many extras: £375.

1957 T300 blue saloon, radio: £385.

1957 T300 red saloon, 9,000 miles: £350.

CONNAUGHT ENGINEERING, Britain's largest Goggomobil distributors, Portsmouth Rd., A3, Send, Surrey. Tel. Ripley 3122-3. Sept. 1957. T300 saloon, one owner, 9,000 miles, as new; guaranteed: £345.—Bishopsgrove Rd., W.2. Amb. 1061. [C3009]

HEALEY

GE
1948 (late) Healey 2½-litre chassis, 2-door 4-seater sports coupé, bodywork in the peaceful sunburst, incorporating spacious luggage compartment, beautiful black, sparkling chromium, delightful red leather, matching accessories, equipped: heater, demister, flashing indicators, chromium overriders, sun visors, concealed ashtrays, etc., superb specimen, written guarantee, terms, exchanges, G. Edwards, Ltd., Ambury Lane, Harpenden, Hertfordshire, Harpenden 118 and 5222. [C2000]

DEALER will offer me only £365 for my 1951 Healey Tickford saloon, red silver with grey/blue leather and blue carpets, heater, beautiful car, 10,000 miles; £370; no dealers.—Chalfont St. Giles 183 2nd 7 p.m. [5016]

Healey Cars Wanted

ROWLAND SMITH'S, the Healey buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

HEINKEL

COMERFORDS for Heinkels, new and second-hand. Portsmouth Rd., Thames Ditton. Emb. 5531. [0905/R]

Heinkel Cars Wanted

PRIDE & CLARKE best buyers.—Brixton 6251. [W3068]

GEORGE CLARKE pay most. Tel. 3211. [0216/R]

ROWLAND SMITH, the Heinkel buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018]

HILLMAN

ROOTES
HAVE available a range of Hillman cars of very low mileage.

LONDON, W.1
DEVONSHIRE House, Piccadilly.

GRO. 3401.

BIRMINGHAM, 2.
OWER Temple St.

CEN. 8411.

MANCHESTER, 2.
129. Deansgate.

BLA. 6677. [0108/R]

CAR MART, Ltd.

OFFER with 6 months' guarantee.

£675—Hillman Minx saloon, heater, de luxe, 9,000 miles, reg. 1958.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

CAR MART, Ltd.

OFFER with 6 months' guarantee.

£645—Hillman Minx estate car, heater, 15,000 miles, reg. 1957.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

SCOTT CARS offer:—

1958 Hillman Minx, very low mileage, as new; £675.

Hillman Minx convertible, heater, in excellent condition throughout: £545.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, S. London, N.W.3. Hampstead 8676 7779. [C4016]

H. A. SAUNDERS, Ltd.

1958 Hillman Minx saloon, grey, antelope, red upholstery, recorded mileage 9,080, heater: £695.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

J. DAVY, Ltd., Rootes agents.

1958 Minx Series II, de luxe saloon, 5,900 miles, undersealed, heater, screen washers, etc. on, owner, superb example, comprehensive guarantee: £715.

1958 Minx Estate car, 9,300 miles, one owner, as new, throughout, comprehensive guarantee: £785.

1958 Hillman Minx series II de luxe, 9,000 miles, red upholstery, heater, £495.

1958 Hillman Minx Mark III convertible, black, black upholstered: £445.

1949 Hillman Minx Mark III saloon, blue, heater: £285.

WARWICK WRIGHT, Ltd., 395, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

WARWICK WRIGHT, Ltd.: offer:—

1956 Hillman Minx Mark VIII special saloon, red, red upholstery, heater: £495.

Hillman Minx Mark VIII convertible, black, black upholstered: £445.

1949 Hillman Minx Mark III saloon, blue, heater: £285.

1958 Hillman Minx series II estate car, grey, red upholstery, heater: £445.

1958 Hillman Minx series II de luxe saloon, green and grey, red upholstery, heater, £795.

1958 Hillman Minx series II de luxe saloon, black and grey, red upholstery, heater, £795.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN

1958 (Nov.) Minx convertible, thistle grey, red hood, delivery mileage; £795.—Gordon Cars (London), Ltd., 26, North End Rd., Golders Green, N.W.11. Speedwell 4701.

1958 model Hillman estate car, series II, Windsor 16, pearl grey, 9,000 miles, one owner, 3 months' guarantee; £835.—A. Gray & Co., Ltd., 7, 8, Woodbridge Rd., Guildford 2885.

1956-7 Hillman Minx Series I de luxe saloon, duo-tone green and ivory, one owner, heater; £625.—Richard France, Ltd., 252-254, High St., Tottenham 0554.

1955 Hillman Minx special saloon, black, one owner, excellent condition; £450.—Cattermores (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus 1001.

1956 (Oct.) Hillman Minx series I saloon, grey, red interior, one owner, low mileage, immaculate throughout; £585.—Clubman Autos, Ltd., 138-142, High St., Tooting, S.W.17. Balham 5484.

1950 Hillman Minx, beige with red upholstery and fitted heater; £295.—Walters Motors, Ltd., 356, High St., Fenders End, Enfield, Middx. Howard 1646 or 1831.

1954 Hillman Minx Anniversary de luxe saloon, with heater, radio, this is a first-class, low-mileage car in golden sand with red interior; £445; terms, exchanges.—Corner Garage, Gorton St., Stockport 2621.

1955 Hillman Minx convertible coupe, dk. blue/red interior, radio heater, screenwashers, overriders, electric clock, etc., etc., one owner, in almost new condition throughout, moderate mileage and guaranteed; £825.

1950 Hillman Minx, beige with red upholstery and fitted heater; £295.—Walters Motors, Ltd., 356, High St., Fenders End, Enfield, Middx. Howard 1646 or 1831.

1954 Hillman Minx Anniversary de luxe saloon, with heater, radio, this is a first-class, low-mileage car in golden sand with red interior; £445; terms, exchanges.—Corner Garage, Gorton St., Stockport 2621.

1955 Hillman Minx convertible, dk. blue/red interior, radio heater, screenwashers, overriders, electric clock, etc., etc., one owner, in almost new condition throughout, moderate mileage and guaranteed; £825.

1950 Hillman Minx, beige with red upholstery and fitted heater; £295.—Walters Motors, Ltd., 356, High St., Fenders End, Enfield, Middx. Howard 1646 or 1831.

1955 Hillman Minx estate car, one owner, 30,000 miles only, radio, heater, etc., taxed year, exch. order, written guar.; £475.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hes 9184.

1955 (Sept.) Mark VIII convertible, 27,900 genuine miles only, outstanding condition, heater with blower, underseated, rad. blind, new battery and decarbonised July '58; reluctant sale by car enthusiast; £550.—Pagett, 7, Belvedere Rd., Leeds. Tel. 686411.

1957 Series II Hillman Minx with full Alexander conversion, including overdrive third and top, floor gear change, twin carburetors, etc., special model with 1600-c.c. engine, very rare, truly magnificent and exciting model, very fast and amazingly economical, cost nearly £1,000 new; price £785; demonstrations arranged, including Sunday mornings.

PLUGH MOTORS, Gloucester Rd., Stonehouse, Glos. Stonehouse 682-5, night 702. [4833]

HILLMAN HUSKY

R. F. FUGGLE, Ltd.

8,000 miles, a 1955 Hillman Husky, one owner, a 3-year-old car in virtually new condition; £450.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. R. 1685. [C2017]

WARWICK WRIGHT, Ltd., offer:-

1958 Hillman Husky double duty series II, charcoal and white, red upholstery, heater, 3,000 miles; £585; also red and white, similar mileage.

1957 Hillman Husky, double duty, red and grey, heater; £495.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050.

1956 (Jan.) Hillman Husky, one owner, 28,000 miles; £455.

GEOERGE NEWMAN & Company, 369, Euston Rd., London, N.W.1. Euston 4466. [C3033]

1955 (October) Hillman Husky, heater; £415.—Hounslow 9644.

1956 Hillman Husky green/green, in very nice condition; £505.—Oxford 2041.

1955 Hillman Husky, double duty, red and grey, heater; £495.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050.

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1956 Hillman Husky green/green, in very nice condition; £505.—Oxford 2041.

1955 Hillman Husky, double duty, red and grey, heater; £495.

1957 Hillman Husky, blue with red upholstery, very low mileage; £475.—Walters Motors, Ltd., 356, High St., Fenders End, Enfield, Middx. Howard 1646 or 1831.

1955 Hillman Husky, blue with red upholstery, 395 gns. golden sand, fold-flush rear seating, excellent condition, written guarantee; terms, exchanges, list. Open 9- week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

HILLMAN CARS WANTED

R. NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [C3037]

A. V. MOTORS, Ltd., Teddington, Rootes Group agents for Hillman service and spares.—Kin. 8613 and 9711.

PLENTY of spares and reconditioned units for all models 1954-57 and ex-W.D.; we have the largest stocks, everything available, no waiting; c.o.d. service.

R. J. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, Coulsdon Surrey. Tel. Uplands 3037 and 9576. [C3037]

Hillman Spares and Service

MODERN SERVICE GARAGE, Wimbledon (Rootes main dealers); speedy service on all Hillmans, Humber and Sunbeam spares and all accessories.—Wim. 5155. [0003/R]

HOTCHKISS

1948 1948 Show model, Hotchkiss drophead coupe, original condition, very good condition; £435.

TAYLOR & CRAWLEY, 422, North Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881.

GOOD H.R.G. required immediately.—G. Edwards, 18, Ambury Lane, Harpenden, Herts. Harpenden 6041.

OWLAND SMITH'S, the H.R.G. buyers, honest cash prices.—Hampstead High St., N.W.3. Ham 6041. [W2000/R]

Hudson Cars Wanted

IMPSGONS OF WEMBLEY, 345, High Rd., Wembley 3903. 8691. Top prices.

Hudson Spares and Service

H. W. A. CHISWICK, 3621, Fitzwilliam Service for all Hudson cars, spares fully available either through your local Hudson distributor or from Hudson Motors, Ltd. [0066/R]

HUMBER

ROOTES

HAVE available a range of Humber cars of very low mileage.

LONDON, N.W.1.

DEVONSHIRE House, Piccadilly.

D. G. 3401.

BIRMINGHAM, 2.

LOWER Temple St.

CEN. 8411.

MANCHESTER, 2.

129, Deansgate.

BLA. 6677.

CAR MART, Ltd. [0106/R]

OFFER with 6 months' guarantee.

1975—Humber Pullman limousine, heater, reg. 1952-3.

CAR MART, Ltd., 320, Euston Rd. N.W.1. Euston 1212. [C1039]

H. A. SAUNDERS, Ltd.

1957 Humber Hawk saloon, duo-blue, blue upholstery, recorded mileage 14,697, heater, radio; £1,055.

1955 Humber Hawk saloon, duo-green, green upholstery, recorded mileage 22,954, heater, overdrive.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 6666.

SCOTT CARS offer:-

1949—51-52 Humber Super Snipes, all in good condition, 1951-52. [0106/R]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676 7779. [C4016]

A. J. GARAGE, Ltd., offer:-

1956 Humber Super Snipe touring limousine, burundy, one owner, 27,000 miles, radio, heater, in superlative condition; £725.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

HUMBER Super Snipe, new and unregistered, two-tone, automatic transmission, power steering, immediate delivery, £1,545.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. **!!!** Estate 1957 Humber Hawk estate, radio and heater, special two-tone paint, one owner.—Price: £1,500. **Estate Cars**, 340, Euston Rd., N.W.1. Euston 7839. **1959** Humber Super Snipe Automatic (regd. Dec. 19th), finished in dual tone black/blue, 500 miles only: £1,545.

COVENTRY & JEFFS. Ltd., Tel. Bristol 37076. **1959** **METROPOLITAN MOTORS**, 192, Horn Lane, Tel. Acorn 5064, offer 1955 Humber Hawk, fitted overdrive, radio, heater, one owner: 5% charges on h.p.: £655.

1955 Humber Hawk: choice of 2; grey and grey/blue, overdrive, carefully maintained, 3 months' guarantee; from £575.—**A. Gray & Co.** Ltd., 7/8, Woodbridge Rd., Guildford 2885.

£695!!! 1956 series Humber Hawk saloon with overdrive, colour grey with red upholstery, heater, spotlights and underseat, one owner, lovely condition.

CHOICE of ten other post-war Humber saloons, Hawks and Super Snipes, 1951-1956.

450 other cars available; write for fully descriptive

CAMDEN MOTORS, Leighton Buzzard 2041. Open C until 8 p.m. Unrestricted hire purchase terms. Exchanges.

1957 Humber Hawk estate car, overdrive, Humber radio, heater, washers, twin lamps, 22,000 miles, an outstanding example; £995.—**Grimaldi Bros.** Ltd., St. Albans 55595.

545 Humber Hawk 1955 Mark VI saloon, grey/red leather, radio, heater, carefully used, written guarantee; terms, exchanges.—Rowland Smith, below.

395 Humber Hawk October 1953 Mark V saloon, leather, heater, Ace Rimbushells, excellent condition, written guarantee; choice of 3; terms, exchanges. Ist. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead 14018) 6041.

1957 (May) Humber Super Snipe automatic, 5,000 miles only, radio, heater, exterior sun visor, loose covers, badge bar, white wall trims, finished blue/grey, one owner, immaculate; £1,050.

NELL BELL, Ltd., Putney Vale, S.W.15. Putney 7251.

1955 Humber Hawk, radio and heater, fitted overdrive, in superior condition throughout; £595.—**Coles Garages**, Ltd., 42, Worms Rd., S.W.9. Wimbledon 0195. 56-92, Ewell By-pass, Ewell 1000.

1959 Humber Super Snipe estate car, automatic transmission, power steering, underseated, heater, grey green, taxed, mileage 500, cost new £1,914; offered at £1,800.—Tanner, 43, Devonshire Rd., Harrow (Harrow 9891). **1957** (November) Humber Hawk saloon, radio, heater, two fog lamps, radiator muff, beech green with beige upholstery, excellent condition throughout; £375.—Logsdons Garage. Tel. Royton (Herts 2281).

HAWK, Hawk, 1957, one-tone colour, pale yellow, red upholstery, new appearance, very easy running car; owner purchased new Humber Snipe with automatic gears; £1,045.—R. P. Frogatt, Ltd., Tel. Nottingham 41556. Sales.

1957 (June) Hawk estate, fitted overdrive, radio, heater, wing mirrors, windscreen washers, rim embellishers, heater, badge bar, etc., director's car, one owner, 24,000 miles, carefully driven; £1,050.—Western 4325.

1956 (November) Humber Hawk de luxe saloon, four door, grey with red upholstery, fitted overdrive, heater, overdrive, radio, and spot lights, one-owner car in lovely condition; £715.—Sutton Court Motor Co. Ltd., 154, Sutton Court Rd., Chiswick, London, W.4. Chiswick 0911.

1957 (June) Humber Super Snipe saloon, first registered 1954, grey with red leather, 6,500 miles only, fitted with automatic transmission and luxurious Reutter seats, radio, heater, fog lamps, etc. in new condition £1,075. Also

1957 Humber Hawk Series I saloon, 14,000 miles, black and grey with red leather; £1,050.—Castle St. Churchgate, Leicester 25832. **1955**

1957 (June) Humber Hawk, blue, red hide, radio, one owner, unusually well-kept throughout; £750; exchanges: deferred terms at minimum rates.—173, Westbourne Grove, W.11. Bay, 4274. New Showroom: Truscott's Corner, Cheshunt Place, Westbourne Grove, W.11. Bay, 1861. **1956** **AZ MOTOR CO.** offer 1951 Hawk saloon, fitted overdrive, excellent condition; £350! 1953 Series Super Snipe, truly immaculate condition, any examination invited, £345! 1950 Super Snipe Tiefkord convertible, radio, heater, gift £250! 1951 Pullman limousine, £750! 1949 Pullman limousine, £250! **1954** **JACK ALPE** offer an exceptional selection of 15 privately owned 1949-54 Humber Pullman and Imperial Limousines including this unusual specimen: 1949 August, Humber Pullman Limousine, Mark II, privately owned since new, heaters, radio, loose covers, 38,000 miles confirmed, exterior condition black, £1,050.

1954 **ALPE LIMOUSINES**, 50, Marylebone High St., W.1 (near Baker Street Station). Welbeck 1124. **1957**

Number Cars Wanted

A LPE & SAUNDERS, Ltd., require Limousines or A Imperials in above average condition.

A&S Ltd., Providence Court, North Audley Street (Near Selfridges), Mayfair 2341. **1950** Excellent cash price offered for

XXX Humber Imperial, H. P. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. **1950** **R OWLAND SMITH'S**, the Humber buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. **1954** **IMMACULATE** Humber Pullman or Imperial with bodywork 1951-53, good price waiting.—Champ, Chaddle, Cheshire. Tel. Gatley 5882.

Number Spares and Service

THE Humber specialist for all spares. Tel. Uplands 5637. See advt. under Parts & Accessories (0398/R)

ISETTA

1958 Isetta Plus, green, 4,000 miles; £325.—**Grimaldi Bros.**, Ltd., St. Albans 55595. (4800)

ISETTA

1958 Isetta Plus, duo colour, 200 miles only; £345.—**Grimaldi Bros.**, Ltd., St. Albans 55595. (4799)

TOM ALLERY AUTOMOBILES, area agents for the new B.M.W. Isetta; immediate delivery.—68, Hill Rd., Wimbledon 5848.

V&F MONICO MOTORS, Official B.M.W. Distributors, immediate delivery.—363, Fulham Rd., London, S.W.10. Tel. Flaxman 4536. (0068/R)

MPHW SALES, Ltd., the specialists for all stock, h.p. terms over 3 or 4 years, part exchange; Messerschmitt Bond, Heinkel, Scootacar, Isetta, Googomobil, Reliant, Nobel; call or write:—23, Piccadilly, W.1 (opp. Simpsons). Gerrard 6055.

242 Brompton Rd., S.W.3 (by Oratory). Ken. 242-946.

186 Holland Park Ave., W.11 (Shepherds Bush). ONDON Workshop, 38, Princes Pl., W.11, near Holland Park Tube Station on Central Line. 67. Goldsworth Rd., Woking Surrey. Woking 2531. (0649)

Isetta Cars Wanted

GEOGE CLARKE pay most. Tel. 3211. (0217/R)

PRIDE & CLARKE—best buyers.—Brixton 6251.

CLAUDE RYE urgently require Isettats; top prices paid: h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. (0254/R)

Isetta Spares and Service

AFN Ltd., offer complete service and repairs for all Isetta models; largest stock of spare parts in the country, including replacement engines, etc.—Hounslow 0011. (S2015)

JAGUAR MARK VII

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." **1955** **Jaguar Mk. VII**, one owner, 21,000 miles, one owner, 18,000 miles only, as new: £825.

KJ MOTORS, Ltd., Widmore Rd., Bromley. Ravensbourne 3456. (0264)

1955 **Jaguar Mark VII**, overdrive, radio, titled owner, magnificent condition, taxed December: £750.

EATON MOTOR CO., Eaton, Socon 236 (St. Neots). (0206)

£699—Jaguar M type saloon, 1955, fitted with every extras including XK steering; £935. (T9032)

1954 **Jaguar Mk. VII**, one owner, 25,000 miles, one owner, 21,000 miles, overdrive, as new: £650.—Barnes, 513, Fulham Rd., W.5. Ham. 2221. (C1142)

£950 **Series Mk. VII M**, in black with red leather, fitted overdrive, one owner, 18,000 miles only, as new: £825.

L AMES OF WOOD GREEN (Established 1897), 100 cars, 3 months' written guarantee; exchanges; low deposit, terms to suit you.—421-424, High Rd., Finchley 6222. (C2052)

1956 **Jaguar Mk. VII M** automatic, 25,000 miles, one owner, maroon; £975; 6 months' guarantee.

COX & CO., Buxton Rd., Hazel Grove, Cheshire. Stepping Hill 4455. (C1182)

1955 **Jaguar** type, one owner, guaranteed mileage, just as new: £850. (C1183)

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8876 7779. (C2016)

1956 **Jaguar Mark VII** automatic, British racing green, green, red upholstery, radio: £935.—Kingston-on-Thames. Kingston 1001. (C1093)

A1 at Brown's.

1955 (July) **Jaguar Mark VII M type**, automatic saloon, grey, red hide interior, beautifully kept and maintained, cost nearly £2,000; good value at £850.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. (C1025)

METCALFE & MUNDY, Ltd.

Mk. VII M-type 1955, dark grey with red trim, extras include overdrive, radio and seat covers, an attractive car in very good condition throughout: £645.—Farnham 5241. (C5064)

H. BEART & CO., Ltd., offer:—

1955 (October) **Jaguar Mark VII M type** saloon, finished in blue with blue interior, fitted overdrive and radio, well-maintained, one owner, 26,000 miles only: £775.—London 102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. (C1081)

GUY SALMON AUTOMOBILES offer:—

1955 **Jaguar** M type saloon, radio and overdrive, 26,000 miles only, most meticulous maintained by one owner, outstanding car: £795.

1955 **Jaguar M type** saloon, black and silver, overdrive and radio, 20,000 miles, immaculate: £795.—Portsmouth Rd., Thame Ditton. Emberton 5551-2-3. (C4001)

GUY SALMON AUTOMOBILES offer:—

1955 **Jaguar** M type saloon, black and silver, overdrive and radio, 20,000 miles, immaculate: £795.—Portsmouth Rd., Thame Ditton. Emberton 5551-2-3. (C4001)

COOMBS & SONS (GUILDFORD), Ltd.

JAGUAR Mark VII saloon, finished in Birch grey with white interior, supplied new July 1954, with Michelin X tyres, considerably above average condition: £695.

JAGUAR Mark VII saloon, finished in Birch grey, 34,000 miles only, fitted with radio and loose covers, excellent condition, bright, shiny, trim, fittings, drums, servo etc.; above average condition: £695.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907. (C1057)

SILVERTHORNE MOTORS, Ltd., offer:—

1956 **Mark VII**, overdrive, black, tan interior, small mileage, one owner, as brand new: £845.

1955 **Mark VII**, automatic, grey, red interior, small mileage, one owner, as new, bargain: £825. (C4011)

JAMES TAYLOR AUTOMOBILES offer:—

1955 **M type** **Jaguar** with overdrive, speedo reading 23,000 miles, radio/heater, exterior finished to Mk. VIII specification just as new: £875.

JAMES TAYLOR AUTOMOBILES, Bentley House, Finsbury, Rd., Worthing, Sussex. Finsbury 3022. (C4027)

S. H. NEWSOME & CO., Jaguar specialists.

1956 **Jaguar** Mk. VII M type, automatic, grey, red leather, radio, 38,000 miles: £1,000.—S. H. Newsome & Co. Ltd., Jaguar Distributors, Corporation St., Coventry. Tel. 2506. (C3145)

1956 **series** **Jaguar** Mark VII saloon, grey, overdrive, low mileage, original: £685.—Tulse Hill 7541. (C3059)

JAGUAR MARK VII

HENLYS offer with 4 months' guarantee:

1956 model **Jaguar Mk. VIII** saloon, Borg Warner, one owner, black with grey interior: £935.

HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Finchley 0081 9782. (C1121)

CHARLES FOLLET, Ltd., official **Jaguar** retailers, offer:

1955 **Jaguar** Mk. VII saloon, grey, overdrive, 21,000 miles, one owner, 6 months' guarantee: £825.

1956 **(Nov.)** **Jaguar** Mk. VII automatic gearbox, one owner, 17,000 miles, radio, supplied by us: £965.

SHOWROOMS: 16, Berkeley St., London, W.1. Mayfair 6266.

SERVICE & STORES: Barnsdale Yard, off Elgin Ave., W.9. Cundallings 5520.

1956 **Jaguar** Mk. VII M-type saloon, grey, overdrive, radio, 25,000 miles, one owner: £895.

1955 **Jaguar** Mk. VII saloon, black, red hide, radio, 32,000 miles, one owner, unmarked: £795.—George Kidd Motors, Beauchamp Rd., Leamington Spa. Tel. 747-49.

1956 **Series Mk. VII M**, in black with red leather, fitted overdrive, one owner, 18,000 miles only, as new: £825.

KJ MOTORS, Ltd., Widmore Rd., Bromley. Ravensbourne 3456. (C1094)

1955 **Jaguar** Mk. VII M, overdrive, radio, titled owner, magnificent condition, taxed December: £750.

EATON MOTOR CO., Eaton, Socon 236 (St. Neots). (C1062)

£699—**Jaguar** M type saloon, 1955, fitted with every extras including XK steering; £935. (T9032)

L AMES OF WOOD GREEN (Established 1897), 100 cars, 3 months' written guarantee; exchanges; low deposit, terms to suit you.—421-424, High Rd., Finchley 6222. (C2052)

1956 **Jaguar** Mk. VII M automatic, 25,000 miles, one owner, maroon: £975; 6 months' guarantee.

COX & CO., Buxton Rd., Hazel Grove, Cheshire. Stepping Hill 4455. (C1182)

1955 **Jaguar** type, one owner, guaranteed mileage, just as new: £850. (C1183)

1956 **Jaguar** Mk. VII, overdrive, radio, in excellent condition throughout: £725.—Hunt Motors, Aspares, Great West Rd., Hounslow 4726. (C1120)

1954 **Jaguar** Mark VII saloon, fitted with new extras: £535.—Saunders Abbott, Ltd., 1, Wickham Rd., Beckenham, Kent. Tel. Beckenham 7276. (C146)

1956 **(Aug.)** **Jaguar** automatic, one owner, 16,000 miles, £965.—Embridge Motors, Ltd., Kingston By-Pass, Embridge 2254. (C1481)

1954 **Mark VII** **Jaguar** saloon, ivory with green leather, extra cost throughout: £695.—Starries Motors, 103, Broadmead, Bristol. Tel. 0915-2998. (C1514)

OUTSTANDING **1953** **Mark VII** **Jaguar**, 2 owners, 46,000 miles, black/fawn interior, fitted heater, windscreen wipers, many recent renewals; what offers? Williams, Colestocks House, Honiton. Tel. Feniton 239.

XXX **1956** **Jaguar** Mk. VII, automatic saloon, first registered in June 1957; fitted with heater, clock, wing mirror, screenwipers, silvertop roof, Ace Rimblenders, 2 way lights and reversing light, in exceptional condition throughout: £945; written guarantee; terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. (C2001)

Jaguar Mark VII Cars Wanted

R OWLAND SMITH, the **Jaguar** Mk. VII buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W2018)

JAGUAR MARK VIII

HENLYS, Ltd.

WE have all models of **Jaguar**.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." **1957** **R** **JAGUAR** **Mark VIII**, 1956, automatic off-white and red, genuine 2,000 miles, new in every respect: £1,750.—Tel. Chelmsford 4881. (C1149)

!!! **1957** **Jaguar** **Mark VIII** **automatic**, one owner, black/imperial crimson, exceptional condition: £1,250.—Pedigree Estate Cars, 340, Euston Rd., N.W.1. Euston 7889. (C3093)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR 3.4

JULY, 1957. Jaguar 3.4-litre special equipment saloon. Cornish grey with red interior, one owner, 19,000 miles only, fitted with overdrive, H.M.V. radio, Avon Turbospot tyres, Michelin shock absorbers, high-gear steering, Acc. Rimbushield, sun visor, screen, etc., in immaculate condition. £1,445.—Alan Barton, Ltd. The Burton Road Garage, Derby 41307-8. [C15045]

Jaguar 3.4 Cars Wanted
3.4 wanted urgently.—Pinner Motor Co., Ltd., Pinner 456. [W3105]

R OWLAND SMITH. The Jaguar 3.4 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018]

JAGUAR XK120

H ENLYS, Ltd.

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [0656 R]

DUNCAN HAMILTON & CO. offer:-

1954 XK120's, choice of two from £695.-33, High Rd., Blythe 3101. [C1091]

£666 (Mar.) 1954 XK120 convertible, superb and spotless condition, never raced or overdriven, used as second car practically in 1957 condition, if you see this you must buy it.

L AMBS OF WOOD GREEN (Established 1897), 100 L cars, 3 months' written guarantee; exchanges; low deposit terms to suit you.—421-423, High Rd., Finchley, Finchley 6222. [C1526]

575 (Mar.)—Jaguar 1954 XK120 roadster, heater, screen washers, luggage carrier, Michelin X, one owner, excellent condition written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1951 Jaguar XK120 with detachable hard soft tops, specially prepared for 1951. L.M. Mans. racing brakes, clutch, suspension, tyres, radio, Marchal headlamps, twin Flamethrowers, Aero screen w/washers, metal and canvas tonneau, very fast and reliable; amazing value at £450.—Alan Barton, Ltd. The Burton Road Garage, Derby 41307-8. [C5043]

£595 (Mar.) XK120 fixed head fourseats coupe 1954, wire wheels, knock on hubs, new Michelin X, radio, heater, disc brakes, superb condition, extras, not raced or rallied, meticulously maintained and in outstanding order throughout, A.A. or R.A.C. inspection invited; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 2775. [C1053]

Jaguar XK120 Cars Wanted
R OWLAND SMITH. The Jaguar XK120 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018]

JAGUAR XK140

H ENLYS, Ltd.

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [0656 R]

T OM GARNER, Ltd. offer:

1958 Jaguar XK140 (C type engine) hard top, 8,000 miles, grey with blue interior, disc brakes, overdrive, 8,000 miles, grey with blue interior, beautiful condition, two owners, £1,750.—other offers.—[C1052]

C LARKE & SIMPSON, Ltd. offer:-

1955 (Mar.) XK140 fixed head coupe, black, red leather, in exceptional order; £895.-33, Sloane Sq., S.W.1. Tel. Sloane 0436. [C1048]

C OOMBS & SONS (GUILDFORD), Ltd.

JAGUAR XK140 drop head coupe, finished in pearl grey with red hide interior and black monair hood; supplied new by us in December, 1956, fitted with overdrive, radio, turn discs, pillar lamp, etc.; immaculate example; £1,075.

C OOMBS & SONS (GUILDFORD), Ltd., Portsmouth, C.Rd., Guildford, Surrey. Guildford 62907. [C1057]

H ENLYS offer with 4 months' guarantee:-

1956 Jaguar XK140 drop head coupe, one owner, overdrive, black with red interior; £1,095.—Jaguar SERVICE STATION, Great West Rd., Brentford. Ealing 3477. [C1016]

B OON & PORTER, Ltd. Jaguar main dealers.

1956 XK140 fixed head coupe, grey/red, 20,000 miles, immaculate, guaranteed; £995.—CASTELNAU, S.W.13 (near Hammersmith Bridge), Riverside 4444. [C1022]

W M—Welbeck Motors proudly offer a most reasonable price. Jaguar XK140 drop head coupe.

1955 Jaguar XK140 drop head coupe, blue overdrive, radio, a very fine example; £795.—Welbeck Motors, Ltd., 109, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1159. [C0409]

1955 (Dec.) Jaguar XK140 roadster, black; £925.—Odeon Cinema, 100, Oxford St., London, W.1. [C1058]

JAGUAR XK140 registration no. TLE961. 1956, colour racing green, approx. mileage 30,000.—Offers Box 1472.

JAGUAR XK140 fixed head coupe, first reg. Sept. 1955, one owner from new, fitted radio and overdrive, excellent condition; £965.

G OLTON LEEDS, Ltd., 120, Albion St., Leeds, 1. Tel. Leeds 36036. 1956, colour racing green, approx. mileage 30,000.—Offers Box 1472.

JAGUAR XK140 fixed head coupe, first reg. Sept. 1955, one owner from new, fitted radio and overdrive, excellent condition; £965.

M ICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094]

1956 XK140 F.H.C. coupe, maroon/cream green, octo seat covers, radio, heater, screen washers and Michelin Xs, exceptional condition; £960.—Central Newbury Motors, Ltd. Tel. Newbury 2000. [C1157]

JAGUAR XK140

1956 Jaguar XK140, hardtop coupe, with overdrive, radio and heater, in exceptional condition throughout, finished British racing green; £945.—Harry Martin, 23, Devonshire Place Mews, London, W.1. Welbeck 5202. [C1092]

JACK ROSE, Ltd. offer: XK140 fixed head coupe, unmarked 4,600 miles only, also as brand new, used and stored by one careful owner, grey with red hide; accept £1,095.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056]

£899 one owner, low mileage, wire wheels, twin exhausts, washer, spot lamps, mascot; terms and exchange arranged from 10% deposit with balance to 3 years.—Valentine 4674. [T9032]

1957 (May) Jaguar XK140 fixed head coupe, finished in British racing green with overdrive; this is the most immaculate specimen we have seen and faultless in every respect, only 6,000 miles with one careful owner; terms, exchanges.—Rudds, 41, High St., Worthing 7775-4. [C470]

JAGUAR XK140 hard top, 1955, overdrive, Marlin X, spare wheel, unmarked, undamaged, radiator blind, rear window demister, rimblushers, screen washers, heater, fog and twin spot lamps, colour grey, specimen car, unmarked and in perfect mechanical condition; £875 o.n.o.—Bardsworth, Westview, Curbar, Nr. Sheffield. Tel. Grindelford 462. [C4896]

JAGUAR XK140 Cars Wanted
J. H. BARTLETT offer for before selling or exchanging your XK140—27, Pembroke Villas, W.1. Bayswater 0523. [W1013]

IMMACULATE XK140 H.T required in exchange for one owner 1958 Vauxhall Cresta, 9,000 miles, r. & h. private enquiry.—Please write Box 1432. [C4815]

JAGUAR XK150

H ENLYS, Ltd.

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [0656 R]

H ALLS.

1958 Jaguar XK150 hard top, December 1957, special equipment, disc brakes, overdrive, 8,000 miles, grey with blue interior, beautiful condition, two owners, £1,750.—[Finchley], Ltd., 866, High Rd., N.12. Hillsdale 1044. [C3834]

SIDNEY MARCUS, Ltd.

1958 model Jaguar XK150 hard top, fitted disc brakes, overdrive; this car has been maintained by the Jaguar works exclusively and is in first-class condition; £2400 under list price.—33, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006]

MIKE HAWTHORN offers:-

1958 XK150 drop head coupe, Cotswold blue/blue overdrive, disc brakes, wire wheels; £1,735.—[C4147]

1958 Jaguar XK150 2-seater, red, as new condition throughout, very low mileage.—The Tourist Trophy Garage Co., Farnham, Surrey. Tel. Farnham 5363. [C4110]

HAROLD RADFORD & Co., Ltd.

1958 (March) XK150 hard top coupe, 11,200 miles, Sherwood green, radio; £1,695.—Kensington 6642. [C4147]

PHILIP RICKARDS, Ltd. offer:-

1958 Jaguar XK150 fixed head coupe, special equipment, overdrive, 2,500 miles, British racing green, as new; £1,750.—4, Brich St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

DUNCAN HAMILTON & CO. offer:-

1958 XK150 special equipment model, f.h.c.s. and d.h.c.s. from £1,595.-33, High Rd., Blythe 3101. [C1091]

H ENLYS offer with 4 months' guarantee:-

1958 model Jaguar XK150 fixed head coupe, special equipment, disc brakes, wire wheels, overdrive, one owner, pearl grey with red interior; £1,695.—[C4147]

H ENLYS, Ltd., Devonshire House, Piccadilly, W.1. Tel. Hyde Park 9151. [C1016]

1957 (July) Jaguar XK150 hard top, disc brakes, overdrive, radio; £1,750.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C2110]

1958 model drop head coupe, special equipment model, disc brakes, etc., automatic transmission, 6,000 miles, spare unused, immaculate; £1,785.—Pembury Car Sales, Ltd., Pembury 394. Kent. [C4147]

R OSE & YOUNG, Ltd. 1958 XK150 fixed head coupe, only fitted disc brakes, wire wheels, overdrive, H.M.V. radio, etc., new, black, £1,625. 65-68, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057]

1958 only fitted new disc brakes, overdrive, radio, wire wheels, etc., colour blue, absolutely as new; terms guarantee; £1,885.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050]

1958 (Dec. '57) f.h.c. Sherwood green, automatic, Michelin Xs, cost £2,250, accept £1,650; exchange considered.—Owen Lodge, Gardner Rd., Maidenhead, Tel. 352. [C4900]

JAGUAR MISCELLANEOUS

H BEART & Co., Ltd. offer:-

1950 Jaguar Mark V saloon, finished in grey with blue interior, fitted heater, radio, good condition throughout; £395.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3545. [C1081]

CHIPSTEAD MOTORS. See display page 29. [C1061]

PERFORMANCE CARS unique selection (196 cars) see our full page next week. [C3041]

1950 (July) Jaguar 2-seater, above average condition; terms, etc., exchanges.—Heighton's Garage, Thrapsdon, Northants, Tel. 218. [C4926]

1950 Jaguar MK V 3½-litre saloon, radio, grey with biscuit interior; £425.—Windovers, Ltd., The Hydes, Hendon, Middlesex. Tel. 4727. [C1061]

JACK ROSE, Ltd. offer: 1948 Jaguar 11½-litre saloon, approximately 40,000 miles, dual colour. II owners, first-class mechanical condition and appearance, open to A.A. examination, accept £310.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056]

JAGUAR MISCELLANEOUS

H ENLYS, Ltd.

88 Piccadilly, Hyde Park 0247.

THE Jaguar Showrooms

50 Jaguars to choose from.

EVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY HOUSE, 385, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER (Blackfriars 7843).

BOURNEMOUTH (Bournemouth 6314).

HOUNSLAW (Hounslow 3454).

FINCHLEY (Finchley 0081).

NORTH FINCHLEY (Hillside 6666).

PARKWAY, Regent's Park N.W.1. (Gulliver 5721).

GREAT WEST RD. (Ealing 3477). Official Jaguar Service Station. [10027 R]

CAMDEN MOTORS for high-class used Jaguars; 14 models available; see selection below—

JAGUAR Mark VII saloon, late 1955 series M with overdrive, radio, heater, Town and Country tyres, pastel blue, one owner since new, 24,400 miles, £1,750.—[C4896]

JAGUAR 2.4 litre saloon, bright blue, in December last year, wonderful condition; £745.

JAGUAR Mark VII saloon, August, 1954, birch grey, grey hide, radio, heater, washers, Michelin X, underside, very moderate mileage; £645.

JAGUAR 2.4 special equipment saloon, 1956, condition virtually as new and quite faultless, mechanically; £1,045.

JAGUAR Mark V saloon, 1950, very carefully used, specimen condition, usual extras; £325.

JAGUAR XK140 hardtop, 1956, overdrive, special equipment, one fuzzy owner, genuine small mileage specimen; £995.

JAGUAR 3½-litre saloon, 1949, black, tan hide, heater, discs, really clean; £245.

JAGUAR 1½-litre saloon, 1948 model, special equipment with heater and radio, just recirculated in bronze; £295.

450 other cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS. Leighton Buzzard 2041. Open Exchanges.

1950 51 Mark V Jaguar, duo colour in very good condition throughout; £1,750.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1021]

B EARTS OF KINGSTON. Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [1061/R]

1949 Mark V Jaguar saloon, finished in cream with red interior, a very nice car; terms and exchanges; £205.

1949 1½-litre 4-door saloon Jaguar, finished in grey with grey interior, a beauty; terms and exchanges; £295.

1937 2½-litre Jaguar saloon, finished in black with brown interior; a good car; £85.—Staines 2490/0298. [C1546]

JAGUAR Mark VIII 1958 automatic, finished in 2-tone blue, fitted radio, heater, etc., guaranteed 10,000 miles only, in ex-works condition throughout; £1,595.

JAGUAR Mark VIII late '57, finished in British racing green, guaranteed 8,000 miles only, fitted radio, heater, overdrive, etc., as brand new throughout; £1,425.

JAGUAR Mark VIII automatic, late '57, radio, heater, etc., finished in 2-tone grey, 17,000 miles, in outstanding condition; £1,395.

JAGUAR 2.4 litre October '56, fitted radio, heater, etc., special equipment model, genuine 16,000 miles, in magnificent condition throughout; £1,095.

JAGUAR 2.4 1956, British racing green, nominal mileage, in excellent condition; £995.

JAGUAR Mark VII late '57, fitted radio, heater, overdrive, British racing green, above average condition; £795.

JAGUAR Mark VII late '54, radio, heater, overdrive, in outstanding condition; £575; many more to choose from; terms and exchanges; our speciality; demonstration and where arranged; open 9-7, Sunday 10-2 at Linlithgow Street, Motors, B'ham., Ltd., 1a, St. Balsall Heath, Birmingham. Tel. Cal. 3751-2-3. [C3153]

AZ MOTORS offer 1950 Mark V saloon, above average, £250! Also 1949 3½-litre, in superlative condition, undoubtedly the finest of its kind. radio, heater, etc., £2151. [C4896]

HEWITT GARAGES specialise in Jaguar cars. 20 cars always in stock, any car taken in part exchange; consult us now.—High St., Amblecote, Stourbridge 5138. [C2128]

1947 1½-litre special equipment Jaguar saloon, remarkable condition, £205. [C2057]

1947 metallic grey with red leather upholstery, very low miles, remarkable condition, guaranteed, £1,095.—London Rd. 599, Greenford Rd., Greenford, Middlesex 2643. [C4407]

1945 gns. Jaguar (November) 1948 3½-litre foursome drop head coupe, black, brown leather, heater, etc., very good condition, choice of 5; terms, exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018 R]

Jaguar Miscellaneous Cars Wanted

WANTED Jaguar Mk V, VII, VIII, VII, state price, m/c, etc., and car, £1,330. [C1021]

JAGUAR 2.4 and 3½ saloons wanted.—Green & Zonis-Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C1025]

GOOD Jaguar required immediately.—G. Edwards, Amenny Lane, Harpenden, Herts. Hartsgate 118. [W2020]

R OWLAND SMITH'S. The Jaguar buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [C4018 R]

WESTERN MOTORS. Park Row, Bristol. Tel. 26304. Have a wide range of Jaguar spares for all models.

JAGUAR overhaul and repair service.—A.1 Garage (incorporating Harman Engineering), Child's Place, Earls Court, S.W.5. Tel. 8181. [C1021 R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jaguar Spares and Service

HENLYS, Ltd. England's largest Jaguar service station.
GREAT West Rd., Brentford (Ealing 3477).
SPARES and replacement engines for all models from 1938.
AND at Manchester, Cheetham Hill Rd., Deansgate 6216-16.
LEX GARAGES, Ltd. Forty Avenue, Wembley, Middlesex. Arnold 1154.
COMPREHENSIVE range of Jaguar spares in stock and specialised service and maintenance. 10892/R
KJ MOTORS, Ltd., S.E. England's largest Jaguar parts stockists.—Bromley, Ravensbourne 3456. [C1067/R]

JEEP

JEPPS to suit every purse and purpose.—Metamet, 100, Belsize Lane, N.W.3. Hampstead 8231. [C1052/R]
UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. Spanish & Jeep. Holborn 6225-6. [C1053/R]
1959 Illustrated rebuildable guide, auto parts catalogue, price 1/-; largest stocks, lowest prices; exchange plain engine, gear box, clutch, etc.; noted for all American spares.—Dept. A, 331-5, High Rd., Chiswick, London, W.4. Chiswick 6650. [C1035/R]
JEEPS!!! The original specialists for all types, limited number like new.—Autowork, Ltd., Southampton St., Winchester. Tel. 4965. All spares, etc. Tel. 2955. [C1010]
Jeep Spares and Services

GEENUINE Willys Jeep spares supplied for all Willys vehicles; immediate service and attention given by your sole appointed concessionaires for Great Britain and Northern Ireland. STEELE GRIFFITHS, Ltd., London, S.E.5. Rodney 2201.6. [C1093]

JENSEN

CHALES FOLLETT, Ltd. Sole distributors for London and part Home Counties.
SHOWROOMS: 18, Berkeley St., London, W.I. Mayfair 6266.
SERVICE & STORES: Barnesdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]
HAROLD RADFORD & Co., Ltd.

1955 Jensen 541, maroon with beige hide, overdrive and radio; £1,350.—Kensington 6642. [C147]
BRROOKLANDS OF BOND STREET.

NEW 541 R saloon.
1956 Interceptor drop head coupe, one owner, recommended. 103, New Bond St., London, W.I. Mayfair 8351. [C1029]

GUY SALMON AUTOMOBILES offer:—
1957 (Model) Jensen 541 saloon, overdrive, disc brakes, bath compression head, 22,000 miles, originally supplied by us outstanding car; £1,685. Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

1956 (May) Jensen 541 saloon, overdrive, radio, wire wheels, excellent chassis, superb condition; £1,685. [C4001]

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adas Row), Mayfair, W.I. Gro. 6881.
1955 series Jensen Interceptor de luxe, fitted overdrive, radio, heater and most attractive high performance, excellent condition; £1,995. [C1420]

THOMPSON-DOXEY, Ltd., 109-159, East Bank St., Southport, Southport 56934-5-6. [C1420]

JENSEN 541, first registered November, 1955, heater, overdrive, dual exhaust, wire wheels, unmarked, low mileage.—Nicholson Garage, 336, Euston Rd., London, N.W.1. Interceptor 4½-seater d/h coupe; £1,950. [C1029]

Unusual specimen. Interceptor 4½-seater d/h coupe, fully 1954 modifications, first registered 1952, radio, many extras, excellent condition throughout, maintained regardless.

ALFREEMAN, Ltd., Grosvenor Garage, Burnage 2874, Lane, Levenshulme, Manchester, 19. Rustle 2874.

COOMBS & SONS (GUILDFORD), Ltd., South of England distributors covering Surrey, Sussex and Hampshire; trade enquiries invited from these counties; retail enquiries from anywhere in U.K.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1057]

Jensen Cars Wanted

J H. BARTLETT.—Consult us before selling or exchanging your Jensen.—27, Pembridge Villas, W.11. Bayswater 0522. [W1013]

Jensen Spares and Service

CHALES FOLLETT, Ltd., sole London distributor and part Home Counties—service and spare parts, etc.

BARNSDALE Yard, off Elgin Ave., W.9. Cunningham 5936-7-8. [C1054/R]

JOEWETT

BUNTING'S MOTOR EXCHANGE.

JOEWETT main agents since 1922. Always a good selection of used Javelins and Bradford utilities.—Bromersfield Lane, Harrow. Tel. 6225-6. [C1013/R]

PANTILES SERVICE GARAGE, Ltd., London Rd., Guildford, Surrey 5565. [C1053]

1952 Javelin saloon, black, with fitted heater, one owner; a very clean car; £375. [C3035]

£365!!—Javelin de luxe, 2 owners, very sound and well kept. Dec. 1951.—Jenning, Richmond 3366. [C3103]

1952 Javelin de luxe saloons, choice of 2. both immaculate; £415 each. [C3035]

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandky 1166. [C4034]

1953 Jupiter, series III, engine, R4 crankedhaft, 4-speed, 3-spoke steering wheel, unquesched, immaculate; £455. terms.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 5711. [C3045]

£299—Javelin, 1949, immaculate condition, resprayed cream, radio and heater; special bargain offer.—Bradstock Motors, Ltd., Chase Rd., Epsom. Epsom 5696-7. [C1090]

JOEWETT

JOEWETT Javelin, 1943, radio, heater, resprayed in cream, good tyres, irreparable opportunity to purchase; this desirable car at the bargain price of £299.—Bradstock Motors, Ltd., London Rd., North Cheam, Fairlands 6283. [C4511]

Jowett Cars Wanted

ROWLAND SMITH'S, the Jowett buyers; highest cash price.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

Jowett Spares and Service

JOEWETT spares and service.

JOEWETT

SPARES, reconditioned units and service facilities will continue to be available in your district; consult your local dealer.

JOEWETT ENGINEERING, Ltd. (formerly Jowett Cars, Ltd.), Birstall, Batley, Yorkshire. Tel. Batley 1951. [0794/R]

F· FAIRMAN & SONS, Ltd. Jowett main agents.

COMPLETE spares for Javelins and Bradford always in stock; specialised repairs, tuning and service.

G WILKIN, Ltd. for Jowett spares and service.

G Richmond Rd., Kingston-on-Thames. Kin. 2244. [S4053]

V MOTORS, Ltd. for Jowett service and spares 1950-52. 10, Grosvenor Park Rd., Teddington, Middlesex. 8613 and 0710. [C795/R]

BIRMINGHAM agents, large stocks of spares.—Frank Moseley (A. S. and S.), Ltd., The Depot, Copse Hill, Birmingham, 18. Eds. 0916. [C1054/R]

COOTER & GREEN, Ltd. Jowett specialists and enthusiasts, full main agents, service and spares facilities.—485, Upper Elmers End Rd., Eden Park, Beckenham, Kent. Tel. 2565. [C649/R]

BUNTING'S MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and greater Jowett.—Bromersfield Lane, Harrow. Tel. 6225-6. [C1073/R]

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialist repairs.—228-234, London Rd., Croydon (Croy. 3641); Bushwood Corner, Lentonstone, E.11 (Wan. 531-2); 1a, Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). [C1043/R]

LAGONDA

A. B. PRICE, Ltd.

1950 (September) 2.6-litre saloon, black, at present undergoing thorough check over prior to sale; £420. [C4001]

1947 (June) 2.6-litre prototype saloon, extremely well cared for car in 2-tone grey, perfect condition; £1,685. [C1054/R]

1938 (July) V8 short chassis saloon, very good specimen, rare; £265. [C1054/R]

CONSIDERABLE stock of spares for post-war models, Lagondas wanted; terms, exchanges.—Hardwick House, Studley, Warwickshire. Tel. Studley 521. [C4969]

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CNK MOTORS, offer:—

1952 Lagonda 2½-litre saloon, grey, blue hide, radio, heater, in wonderful order throughout; £695.—C. N. K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052]

TOM GARNER, Ltd., offer:—

1952 Lagonda 2½-litre saloon, black, 35,000 miles, an exceptional car; £675. [C1052]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

BRROOKLANDS OF BOND STREET.

CONCESSIONAIRES for London, S. and E. England.

1957 3-litre saloon, one owner, low mileage.

1956 (Oct.) 3-litre saloon, one owner.

103 New Bond St., London, W.I. Mayfair 8351. [C1029]

GUY SALMON AUTOMOBILES offer:—

1957 (Sept.) 3-litre 4-door saloon, 22,000 miles, extremely good example; £1,995. [C1054/R]

1954 (Aug.) 3-litre drop head foursome couple power operated top, D.R.G., moderate mileage, beautiful condition; £1,685. [C1054/R]

1953 (August) 2.6-litre 2-door sports saloon, black and silver grey, outstanding example; £1,195.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

HENLYS offer with 4 months' guarantee:—

1954 Lagonda 3-litre Tickford 2-door saloon coupe, green and cream with beige interior; £1,295. [C1051]

HENLYS, Ltd., Devonshire House Piccadilly, W.1. Tel. Hyde Park 9151. [C1051]

LAGONDA 1934, 2½hp sportsman's pillarless saloon; £485. [C1051]

LAGONDA VI 12, same 2 engine, sports saloon, very fair condition; £1,195.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

JENNY'S offer with 4 months' guarantee:—

1954 Lagonda 3-litre Tickford 2-door saloon coupe, green and cream with beige interior; £1,295. [C1051]

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1954 Lagonda 3-litre Tickford 2-door saloon coupe, green and cream with beige interior; £1,295. [C1051]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Lea-Francis Cars Wanted

ROWLAND SMITH'S, the Lea-Francis buyers; highest cash prices.—Hampstead High St., N.W.3. [W1012/R] Ham. 6041.

LEA-FRANCIS CARS, Ltd., Coventry.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6 [0392/R]

OFFICIAL Lea-Francis service station—all spare parts, etc.

CHARLES FOLLET, Ltd., Barnsley, Yard, off C Eglin Ave., W.9. Cunningham 5936-7-8. [0955/R]

SPARES and service.—J. C. Alexander, Ltd., 190, S Deansgate, Manchester, 3. Tel. Dea. 4795-6. [0828/R]

LIMOUSINES

A&S Ltd.

PROVIDENCE Court, W.1. Mayfair 2941.

ARMSTRONG Sapphire, September 1955, L.W.B. A Limousine, synchromesh transmission, private owner, black cloth, radio, heater. £1,350.

ARMSTRONG Sapphire, 1955, pre-selective, 7-passenger Limousine, one owner, loose covers, exceptional condition. £1,295.

ARMSTRONG Sapphire, 1956, L.W.B., 7-passenger, A partition, black, brown hide, one owner. £1,475.

AUSTIN, 1958, 18hp Seven-Passenger Limousine. £1,750.

AUSTIN Princess Touring Limousine, 1950 Series, A black, brown leather. £395.

AUSTIN, 1952 Series, 16hp Hircar, black, brown hide, one owner. £525. Selection 1950, 1/2 from £465.

AUSTIN, A.152, 15-seater Omnicar. Orders accep-

ted for early delivery.

DAIMLER, 1947, DE.27, Freestone & Webb, L.W.B. Saloon, low mileage, leather, titled owner. £695.

Humber, 1952 August 1953, Blue Riband Pullman Limousine, black, one owner. Works maintained, black cloth, covers. £1,295.

Humber, March 1952, Series III, 7-passenger Limousine, black, beige leather throughout. £975.

Humber, 1952, Sept. II Pullman Limousine, black, heater, one owner. £945.

Humber, November 1951, Imperial 7-passenger, pri-

ate, 37,000, dark leather, outstanding condition. £945.

Humber, 1951 Series, Mark III, Imperial, black, leather, heater, radio, extensive re-conditioning. £845.

Humber, 1950, Series II Pullman seven passenger Limousine, one private owner, approximately 40,000, outstanding condition. £765.

Humber, 1950 Series, Imperial seven passenger, heater, radio, very exceptional condition, low mileage. £745.

Humber, 1948, mated edge 7-passenger, Limousine, black, leather throughout, well maintained. £395.

Rolls Wraith, 1938 WHC Series, 19,000 miles only.

7-passenger Park Ward Limousine, almost new condition, confirmation of mileage and history available.

Rolls Wraith, 1934 first registered, Thrupp Limousine, electric partition, radio, heater, meeting forward. £1,295.

Rolls, 1937, 30hp Hooper seven passenger, meeting Roccasions, 59,000 only, titled owner, outstanding condition. £845.

LIMOUSINE specialists for over 30 years. Write or telephone for literature.

ALPÉ & SANDERS LTD, Providence Court, North Audley Street, W.1. (Near Selfridges). Mayfair 2941. [C1006]

SIDNEY MARCUS, Ltd.

ARMSTRONG SIDDELEY l.w.b. 7-seater limousine,

A fitted radio, well maintained, guaranteed mileage, 11,000, spare unused. £1,475.-33, S'lane St. S.W.1. Tel. Belgrave 3721. [C5006]

JACK ALPE LIMOUSINES.

MARYLEBONE, W.1. Welbeck 1124.

ARMSTRONG, late 1955, l.w.b. Sapphire Limousine,

A cloth rear, loose covers throughout, heaters, one distinguished owner, small mileage, black. £1,165.

AUSTIN, 1955, l.w.b. Princess, partition, cloth rear, A tailored loose covers throughout, heaters, 31,000 miles, one private owner, black.

AUSTIN, l.w.b. Aeroline, widest 3-abreast forward A occasional, cloth rear, heaters, radio, one owner, private black. £1,075.

AUSTIN, 1952 July, 16hp Hircar, one owner, private, A black; selection of 2 1951-1952 from £475.

DAIMLER, July 1950, DE 27 Hooper, electric division, occasions, cloth rear, one private owner, £1,000.

34,000 miles. £1,175.

Humber Pullman and Imperial, selection of 15 1949-

1954 privately owned models; write for lists.

Rolls-ROYCE, 1935 Phantom II, Barker, swept,

large occasions, cloth rear, exceptional condition, roomy, black. £1,000.

Rolls-ROYCE, 1937, 25 30, Rippon, forward meet-

Ring occasions, cloth rear, heater, swept, one private owner, 67,000 miles, black. £645.

Rolls-ROYCE, 1939, Wraith Park Ward, leather through, electric partition, forward occasions, heated, one private owner, 56,000 miles only, black; selection of 2 matching cars from £1,225.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1 (near Baker St. Station). Welbeck 1124. [C1006]

1948 Wolseley 25, 7-passenger face forward limousine, privately owned, any examination; £425.

1938 Rolls 7-passenger face forward limousine, privately owned, immaculate condition, any examination; £575; terms, exchanges—Palmerston Rd., N.W.6. Russell Garden Mews, Kensington, W.14. Part 970. [C5034]

AZ MOTORS offer 1951 Humber Pullman, privately owned, chauffeur driven. £7501 Also 1947 ditto, £5501 Low deposits!—Palmerston Rd., N.W.6. Tel. 4723. [C1011]

CAMDEN MOTORS, the largest stock of limousines in the country, 70 most reliable. Prices, Sheerline, Austin, Hircar, Humber Pullman, Rolls-Royce, Armstrong-Sapphire, see separate Classified Adverts, or write for special hire car catalogue and illustrated brochures.

CAMDEN MOTORS, the limousine specialists, Leigh-on-Buzzard 2041. Open until 8 p.m. Unrestricted hire-purchase terms, exchanges. [C1025]

WEYBRIDGE AUTOMOBILES, Ltd., offer:

1956 (Sept.) Mercedes-Benz 220S saloon, fawn

with grey cloth interior, fitted radio, heater, etc., 36,000 miles, really excellent condition throughout. £1,595.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2235, extn. 19. [C4094]

LIMOUSINES

TOWN BRIDGE GARAGE, Ltd., Trowbridge, offer 1939 18hp Austin Iver 7-passenger limousine with sliding division; face-forward occasional seats; dark blue and black, brown leather throughout, in really excellent condition in every respect; ideal hire car. £175.

TOWN BRIDGE GARAGE, Ltd., Trowbridge, Wilts. Tel. No. Trowbridge 2572-3. [4956]

Limousines Wanted

APE & SANDERS, Ltd., require Limousines. Good prices for cars in above average condition.

A&S Ltd., Providence Court, North Audley Street [W1006]

XXX (Near Selfridges), Mayfair 2941. [W1006]

Great Titchfield St., London, W.1. Langham 0012. [C1006]

IMMACULATE Humber Pullman or Imperial wanted. 1951-53, good price waiting.—Champ, Cheshire. Tel. Gatley 5882. [5079]

Humber & Austin Limousines & 7-seater saloons wanted.—Green & Zonis, Ltd., 246-252 Deansgate, Manchester, 3. Tel. 3525-6. [C2025]

MERCEDES-BENZ

AT

WOKING MOTORS.

THE leading distributors and stockists, offer:-

220SC fixed head coupe, 1958, radio, 5,000 miles, less than fourth months ago. £4,100.

220S 1958, fitted automatic clutch. Reutter seat adjusters, radio, 6,000 miles: £2,085.

220S 1957, bench front seat, 14,000 miles, one owner: £1,755.

300SL finished, 1955, fitted radio, electrical aerial, in white, superb condition and history.

170S cabriolet, full 4-seater convertible, in outstanding condition: £495.

UNIQUE 12 months' guarantee, German factory-trained service personnel.

OPEN Saturday afternoon.—Maybury Hill, Woking. Tel. 4277-8. [C4037]

AT JOHN S. TRUSCOTT, Ltd., the oldest Mercedes-Benz distributors:

MANY new cars for immediate delivery, including:-

220S saloons.

190 saloons.

190SL roadster.

180D (diesel) saloon, 1955; £1,025.

180 saloon, 1954; £895.

220S saloon, 1958; £1,995.

220S saloon, 1957; £1,795.

220A saloons, 1955, from £1,250.

300SL roadster, 1957 (Aug.), special equipment; £4,650.

170V saloon, 1952, £465.

"TRUSCOTT'S Corner," Chepstow Place, Westbourne Grove, W.2. Bay 1861.

HEAD OFFICE & SERVICE: 173, Westbourne Grove, W.11. Bay 4274. [C4035]

BROOKLANDS of Bond St.

LONDON distributors.

NEW 220S saloon.

1955 300SL sports coupe, low mileage, one owner.

1957 190SL coupe, under 7,000 miles, one owner, hard top, soft top and radio.

103 New Bond St., London, W.1. Mayfair 8351. [C1029]

HAROLD RADFORD & Co., Ltd.

190SL drop head coupe, radio, one owner, 18,600 miles, grey; £1,695.—Kensington 6642. [C4147]

CHARLES CRUIKSHANK MOTORS.

MERCEDES-BENZ distributors, Somerset, Gloucestershire and Wiltshire.—The Centre, Bristol. Tel. 28763.

220S saloons, choice of colours

190SL convertible.

190 saloons, choice of colours.

MERCEDES-BENZ Service Specialists, Bristol. Tel. 0474-8. [C0474]

ELMBRIDGE MOTORS, Ltd., offer:-

1957 Mercedes-Benz 300SC convertible, petrol injection, one owner, 9,000 miles, Becker Mexico self-seeking radio, electric aerial, chrome wire wheels, leather seats, choice of colour, model A, the whole range, costing approximately £6,500; this car is in as new condition and it is offered at £3,695. (July) 220S saloon, very low mileage, radio, specially tuned, as new. £1,695.

1956 (July) 220S saloon, 10,000 miles, radio, leather, etc., high lift cams, many 1956 modifications, factory history, lift finish, radio, immaculate throughout. £2,395.—Kingston By-Pass, Tolworth. Elmbri 2254. [C4081]

WEYBRIDGE AUTOMOBILES, Ltd., offer:-

1956 (Sept.) Mercedes-Benz 220S saloon, fawn

with grey cloth interior, fitted radio, heater, etc., 36,000 miles, really excellent condition throughout. £1,595.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2235, extn. 19. [C4094]

MERCEDES-BENZ

COMPTON & FULLER, Ltd., offer:-

1956 July Mercedes 220S, radio, etc., superb condition; £1,595.—Elmers End, Beckenham. Tel. 3570. [C1110]

B. J. HUNTER, Ltd., Austin agents, offer:-

1956 Mercedes 220A saloon, one owner, immaculate; £1,450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, W.2. Tel. Gladstone 6303. [C2040]

TAYLOR & CRAWLEY, Mercedes-Benz distributors.

OFFER new:

220S saloon, choice of colours.

190SL coupe.

GUARANTEED used cars.

1957 type 300SL roadster, 13,000 miles, knock-on, black hide upholstery, superb condition; £4,550.

1957 type 300SL coupe, leather, £4,550.

1956 type 300SL coupe, 18,000 miles, very carefully maintained, never raced or crashed, complete history, new; £2,850.

1958 type 220SL saloon, heater, 6,000 miles, one owner; £1,995.

1939 miles, superb condition; £645.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881.

WILLIAM GORDON CARS of COVENTRY offer:-

1957 Mercedes-Benz Roadster 190 SL hard top, soft top, radio, heater, nominal mileage only, with red interior; terms and exchange.

1957 Roadster 190 SL, top, radio, heater, £1,450. Tel. 73377-68349. [C2102]

CAMBRIDGE MOTORS, the Essex distributors, invite you to compare these prices:-

300C saloon, 1956, de luxe—automatic; choice of 2 £2,450.

220S saloon, 1957, radio, superb condition; £1,700.

220A saloon, 1955; choice of several; from £1,200.

170 da diesel, 1951 (first regd. 1954), black, i.h.d.; £1,200.

THESE cars are in first-class condition and are only examples from our stock.

WE can also offer most new models from stock, including 220S and 190SL.

PLEASE write, phone or call:-

CAMBRIDGE MOTORS, Springfield Rd., Chelmsford, Essex. Tel. Chelmsford 4881. Evening service. Tel. Chelmsford 51617. [C1149]

1957 radio 4 months' guarantee, £1,875.

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C5000]

MOTORS & PLANT (PETERBOROUGH), Ltd., Peterborough. Tel. 36620.

Mercedes-Benz distributors, offer new sedans, choice of colour.

220S roadsters.

190SL roadsters.

300 automatics for early delivery.

GUARANTEED used cars:-

1958 220S with Hydrak, dark green, low mileage, in first-class condition; one owner.

1955 190SL, radio, spot lamp, good condition, with brown tex upholstery.

NEWMARK RD. (Off Oxney Rd.), Peterborough. Northants. Tel. 555. [T9010]

220S saloon, 1956 (Oct.), grey, blue leather, htr., radio, etc., 11,000 miles, £1,675. Demonstrated anywhere.

SHIRLEY AUTOMOBILES, Ltd., 366, Shirley Rd., Southampton. Tel. So'ton 74815. [C4041]

1957 series Mercedes 220S, finished in black with red leather, fitted radio, 24,000 miles by one owner, virtually new; £1,725.

THOMPSON-DOXEY, Ltd., Mercedes-Benz distributors, 109-13, East Bank St., Southport. Tel. 56934-5-6. [C4120]

1958 220S saloon, every extra, low mileage, £2,095. [C4120]

1958 (immaculate) £2,095.—Mansfield Autocar, Ltd., High Rd., Bourne, Herts. Tel. Hoddesdon 4567. [C3001]

1958 1951, excellent condition throughout. Philips radio, heater, fog lamps, covers; £2,275.

ROSE & YOUNG, Ltd.—Mercedes-Benz 300SL roadster, 11,000 miles, only, fitted Michelin X tyres, leather upholstery, etc., immaculate, example, finished in grey with red leather. £4,275.

300SL never raced or involved in a smash, complete service history, unmarked; we consider this to be a perfect specimen; £2,395.—65-69, Sternhill Ave., St. Leonards-on-Sea, S.E.2 (1 min. Streatham Hill Tunnel). Tel. 6464. [C3057.1]

1958 Mercedes-Benz 190SL coupe, finished in red with biscuit interior, very low mileage. Telephone Mr. Gray, Wessex Motors, New St., Salisbury. Tel. 5225. [C4057]

1957 Mercedes-Benz 190SL, Roadster, fitted Morris radio, wing mirrors, etc.; £995.—B. & K. Thomas, Ltd., 1721, London Road, Bradford. Tel. 82121. [C4057]

Mercedes-Benz Cars Wanted

J. H. BARTLETT.—Consult us before selling or exchanging your post-war Mercedes. We also require

540K or **SSK**.—27, Pembroke Villas, W.11. Baynting 0525. [W1013]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Mercedes-Benz Cars Wanted

ROYAL SMITH'S, the Mercedes buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041.

Mercedes-Benz Spares and Services

MERCEDES-BENZ (GREAT BRITAIN) Ltd., sales, M. service and spares, Great West Rd., Brentford, Middlesex. Ealing 3070. [0962 R]

MERCEDES-BENZ coachwork specialists: all crash work, trimmings, etc., trade invited; collection and delivery arranged, any distance.—Fudmans' Car Service, 13-15, Blue Anchor Lane, Bermondsey, S.E.16. Bermondsey 3696. [T9133]

MERCURY

£444—Mercury 1953 regd. sports sedan, 2-door, 6-seater, immaculate and spotless condition throughout.

LABOR OF WOOD GREEN (Established 1897).—100 cars; 3 months' written guarantee; exchanges; low deposit terms to suit you.—421-423, High Rd., Finchley, Finchley 6222. [C2052]

Messerschmitt Cars Wanted

PRIDE & CLARKE—best buyers.—Brixton 6251. [SW3068]

GEORGE CLARKE pay most. Tel. 5211. [0434 R]

ROYAL SMITH, the Messerschmitt buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018]

Messerschmitt Spares and Service
PRIDE & CLARKE.—Stock spares; quotations any part by return post; c.o.d.; easy payment; trade supplied.—Stockwell Rd., S.W.9. Brixton 6251. [S3068 R]

METROPOLITAN

HA SAUNDERS, Ltd.

1957 Austin Metropolitan convertible, green, white, black and white upholstery, recorded mileage, 1,000 miles, radio, heater, £615. [C4092]

HA SAUNDERS, Ltd., Brixton 5272, High Rd., North Finchley, N.12. Hillsdale 5272 (6 lines). [C4092]

WATKINS WRIGHT, Ltd., offer:-

1957 Metropolitan hard top coupe, grey and yellow, grey/black upholstery, 12,000 miles; £615.

WATKINS WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050.

1957 Metropolitan convertible, green and white, for lights and screenwashers, 8,000 miles, 4 months' guarantee, £625. [C4092]

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141.

1958 Metropolitan drop head coupe, 4,000 miles only; £625.—John Gray, 20, Hermitage Lane, N.W.2. Speke 1-242. [C2026]

1958 (March) Austin Metropolitan hardtop, yellow and white, one owner; £660.—Northwood Hills Motor Co., Northwood 3272. [C3129]

1958 Austin Metropolitan convertible, 1,100 miles, B.M.C. guarantee, £685; terms and exchange, h.p.—Bennett Motors, 1, Cirendon Rd., W.11. 500 yds. Holland Park Tube. Park 5066-7. [C1017]

M.G. MIDGET

1954 M.G. TF 2-seater sports, grey; £545.—Clubman Autos, Ltd., 138-142, High St., Tooting, S.W.17. Balham 3484. [C1161]

1954 (May) M.G. TA 2-seater sports, excellent specimen in maroon.—The Hyde Motor Colindale 7988. [C2153]

1946 TC 2-seater tonneau cover, chrome grid, twin mirrors, immaculate; £310.—Bridge Motors, Leatherhead 2564. [C1156]

1954 M.G. TF Midget sports 2-seater, black, radio, heater, £579.—Friday's Yeoman Garage, Ltd., Ashton Rd., Bearsted, Maidstone 87248. [C2147]

1954 M.G. TF open 2-seater, cream, wire wheels, heater; £550.—Welbeck Motors, Ltd., 100, Crawford St., London, W.1 (near Baker St. Station). Tel. 2359. [C2059]

1951 M.G. TD, black, excellent condition, new roof, new battery, many extras; £430.—Paton, 2, Connaught Rd., Wolverhampton. Evenings, 4923. [C1023]

MG. TC sports 2-seater, 1947-8, original throughout, one of the best examples offered; £535.—Autonettes, Ltd., 127, Parkway, Regents Park, N.W.1. Euston 2709. [C3059]

£515—(May) 1954 M.G. TF, red, H.M.V. radio, new wire car; £105.—Good balance up to 3 years' changes, etc.—Mercury Motors, 82, Harrow Rd., Wembley 6058. [C4057]

475 M.G. Midget late 1953 TD 2-seater, luggage carrier, wind mirrors, flashicators, reconditioned engine, new hood; written guarantee; terms; exchange, open 9-7 week-days and Saturday, Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

£345—(May) 1947 TC, 8 most exceptional example, £435; beautifully maintained, extra careful owner, owner, many extras, extra tire spots, host extras, best must 53; A.A. or R.A.C. exchange genuine exchanges, h.p.—Bennett Motors, 1, Cirendon Rd., W.11. 500 yds. Holland Park Tube. Park 5066-7. [C1017]

M.G. Midget Cars Wanted

ROYAL SMITH, the M.G. Midget buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018]

TC, TD, TFs wanted for cash.—Archway Engineering, Ltd., Bridgewater St., Knott Mill, Manchester, 3. Blackfriars 6455. [0687 R]

M.G. MAGNETTE

PHILIP RICKARDS, Ltd., offer:-

1955 M.G. Magnetite saloon, green, heater, immaculate; £675.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772 5. [C2051]

1955 (March) Austin Metropolitan hardtop, yellow and white, one owner; £660.—Northwood Hills Motor Co., Northwood 3272. [C3129]

1958 B.M.C. guarantee, £685; terms and exchange, h.p.—Bennett Motors, 1, Cirendon Rd., W.11. 500 yds. Holland Park Tube. Park 5066-7. [C2051]

1958 Nash Metropolitan, black and white duo-tone, one careful owner, 5,000 miles only; £645.—Bells Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 185. [C4145]

1958 Nash Metropolitan hardtop, black, white and yellow, all the extras, plus Ace Rimblewheeler, 11,000 miles by one fastidious owner, immaculate; £625. Entfield 6636. [5153]

Metropolitan Cars Wanted

ROYAL SMITH, the Metropolitan buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018]

M.G. MIDGET

PARADE MOTORS (MITCHAM), Ltd., offer:-

1956 M.G. A, green green, in absolutely immaculate condition throughout; £695.

1955 M.G. TF 1,500cc, green/beige, heater, luggage carrier, one owner; £599.

1954 M.G. TF, blue, immaculate condition; £555.

1954 M.G. TF, red/grey, radio, heater and many other extras; £565.

1953 M.G. TD, blue/green; this car has to be believed; £495.

1953 M.G. TD, red/red, many extras, superb condition; £485.

1951 M.G. TD, blue/beige, many extras, excellent condition throughout; £445.

1947 M.G. TC, black beige, super condition throughout; £425.

1947 M.G. TC, black red, in excellent condition throughout, many extras; £325.

1938 M.G. TA, red red, well maintained; £220.

1938 M.G. TA, green green, in excellent condition throughout; £215. Kent 225.

1936 M.G. PB green 4-seater; bargain; £125.

PART exchanges and hire purchase welcomed.

PARADE MOTORS (MITCHAM), Ltd., Monarch Parade, London Rd., Mitcham, Surrey. Tel. Mitcham 3392 7198. [C5026]

1955 M.G. Midget TF red, immaculate, reconditioned engine, 1,000 miles ago; £615.

CLARK LAMBERT, Ltd., Trinity Place Garage, Eastbourne, Tel. 4660. Open till midnight. [C1159]

1947 TC, black new hood, tonneau, specimen condition throughout, many extras; £515.

ERC SERVICES—5, Sumner Gdns., Macclesfield, Cheshire. Tel. 801-2. Sun 8038 Bowes Park 4087.

CAMDEN MOTORS for M.G. Midgets; 15 post-war and late pre-war examples available.

1946 TC Midget 2-seater, Alfa red, fawn hide and silver wire wheels, with chromed luggage rack, tonneau cover, P.V.C. hood, badge bar and spots, delightful little car, handles beautifully, almost new tyres; £295.

1953 TD Midget, in racing green, wire wheels, dark green vinylide hood, Roadspeed tyres, Oilcolic, Redex, Lubri-torque, washers, spotlights, moderate miles, immaculate throughout; £475.

450 other cars available write for descriptive catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open 8-8 p.m. Unrestricted hire purchase terms. Exchanges.

1946 M.G. TC sports, in really beautiful condition, recon. engine, new hood, gleaming red cellulose, silver wheels; you will be proud to own this one; £335.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

M.G. MAGNETTE

1957 model M.G. Magnetite, light blue with red heater, screen washers, one owner; £795.—Gavin Fairfax, Ltd., Virginia Water. [C2099]

1958 Magnetite (May), 4,000 miles, maroon and blue, 10,000 miles, £825.—Black, Epsom 2709.

FL. CRAMMOR, Ltd., Tel. 2040 Potter's Bar. [C1052]

GLENFIELD LAWRENCE are North London M.G. specialists for new and used; M.G. Magnetites always in stock; call and inspect.—Glenfield Lawrence Ltd., 407, High Rd., N.12. Finchley 0091. [C2053]

7000 miles only 1958 M.G. Magnetite saloon with manumatic gear box, grey/red leather, owner, spots unused, whole car in as new condition throughout, £795.

ALTWOOD GARAGE, Attwood Rd., Maidenhead, Littlewick Green 3076. [C1107]

1956 M.G. Magnetite saloon finished in island green with red interior, fitted heater, etc., excellent condition throughout. Tel. 2679.

OCTOBER 1957 M.G. Magnetite saloon, maroon with matching leather upholstery, radio, heater, turbos and map case, extra genuine 30,000 miles, in faultless condition throughout. £900.—The County Garage, Lancaster Rd., Morecambe. Tel. 207. [4884]

MG. Magnetite 1956, grey with red interior, laystall high ratio axle, etc. H.M.V. push button radio, heater, wind screen washers, twin spots, wing mirrors, Michelin X tyres, low mileage, condition superb throughout, fully guaranteed. £795.—East Grinstead 3511. [4957]

XXX 1953 M.G. Magnetite saloon, one owner, red leather, interior, fitted with heater, clock, screen washers, reversing light, extremely well maintained; £955; written guarantee; terms, exchanges.—H. F. Edwards, 172-174, Kingston Rd., Ewell. Tel. 5101. [4975]

625 M.G. Magnetite 1958 sports saloon, leather, radio, heater, screen washers, one careful owner, excellent condition; written guarantee; terms, exchanges; open 9-7 week-days and Saturday, Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016]

M.G. Magnetite Cars Wanted

ROWLAND SMITH'S, the M.G. Magnetite buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018]

RALLY good Magnetite wanted.—Anthony March, Flat 2, 62, Ladbrooke Grove, W.11. [4796]

MAGNETTE saloon required, nearly new; cash payment.—81, Alresford Rd., Winchester. [W4087]

XXX Excellent cash price offered for good Magnetite.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

NEARLY new or small-mileage M.G. Magnetite wanted.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 5. Tel. Deansgate 3325-6. [W2025]

M.G. A

BOON & PORTER, Ltd., M.G. Agents.

1958 M.G. A fixed head coupe, blue, 5,000 miles only, illness reason for sale, superb; £975.

CASTELLO, Ltd., W.15 (near Hammersmith Bridge). Riverbank 4444. [C1022]

JARVIS OF WIMBLEDON for all M.G.s. [C2096]

1958 M.G. A only 4,000 miles, complete with hard bar, sliding side windows, considerably saving on new car so equipped (4 mth. B.M.C. warranty); £995.

JARVIS & SONS, Ltd., S.W.19. Lib 8221; Wim 2526. [C2096]

1958 M.G. A coupe, red with black upholstery, sliding side windows, luggage carrier, two fog lights, 6,000 miles; £995.

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C1018]

1956 M.G. A hard top, radio, heater, and many extras, low mileage, outstanding condition; £725.

ALFRED FREEMAN, Ltd., Grosvenor Garage, Bunting Lane, Levenshulme, Manchester 19. Rush 1mz 2874. [C2124]

1958 model M.G. A t.h. coupe, one owner, 14,000 miles, carefully used, unmarked; £875.—Carr of Morley, Nr. Leeds. Tel. Morley 1821-2-3. [4851]

MG. A twin cam 2-seater, ash green with black upholstery, now on view in our showrooms.—The Parkside Garage, Ltd., Warwick Rd., Coventry. Tel. 6162-8. [4885]

£735 heater, 2-tone white, grey, black hood, chrome luggage carrier, in first-class condition, fully mechanical.—Enfield 6636. [5154]

1958 (May) M.G. A coupe, black, green leather, screen, washer, petro pump, miles guaranteed 12,000 only, maintained in superb condition and fully guaranteed in every way; £950.

PREMIER MOTOR CO. (Bham), Ltd., Aston Rd., Birmingham 4. Aston Cross 4281. [4877]

1958 M.G. A coupe, one owner, 13,900 miles, chrome luggage carrier, with child's adjustable seat, cost new £1,160; superb condition open any inspection must be seen to appreciate unusual value at £835.—Jeffery Watford 27461. [5050]

5350 miles with red upholstery, telescopic steering, absolutely immaculate example, unregistered, stored since November. £925; small saloon taken as part payment.—Bradshaw, North Mon. Farm Cottage, Halsall near Ormskirk, Lancs. Halsall 298. [5018]

1958 (May) M.G. A coupe, red, black upholstery, absolutely brand new for wife part payment—Apply 249, Byre Pass Rd., Chilwell, Notts. Tel. Beeston 257760. [4908]

M.G. A Cars Wanted

ROYAL SMITH, the M.G. A buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G. MISCELLANEOUS

HAROLD WEBB MOTORS, Ltd., offer:-

1952 (Sept.) 1½-litre YB saloon, in bronze, red upholstery; turbo discs, fine car for the M.G. enthusiast; £465; exchanges, convenient terms.—Rones Corner, Romford, Essex. Hornchurch 8981-216. [C1412]

1936 PB 2-str., grey, bargain; £165.

1947 TC, dual green sound condition; £325.

1954 ZA Magnette, black, radio; £595.

1955 TF 1,500cc, immaculate, many extras; £615.

1938 WA saloon, black, quick sale; £75.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middx. Tel. Hou. 2238 and 3456. (0795 R) PERFORMANCE CARS unique selection (198 cars) see our full page next week. 26,500, just cleaned

1953 over very good order; £485—Box 1460. [4841]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available—80, Piccadilly, W.1. Grosvenor 4141.

BEARTS OF KINGSTON, M.G. specialists.—Sales, spares, repairs—102, London Rd., Kingston, Kent. Kin. 3548.

£299 1949 M.G. 1½-litre sports 4-seater tourer, 2-tone green, good hood and side screens; good tyres, a rare car which was only made for export; bargain—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2093]

M.G. Miscellaneous Cars Wanted

ROWLAND SMITH'S the M.G. buyers; highest cash cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

S. H. RICHARDSON & SONS, Gold Star Garage, Moor Lane, Staines, Colindale, N.W.9. Tel. 3494.

AURGENTLY required, 1946-47 M.G. saloons and 2-seaters.—Gibsons, Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W2109]

M.G. Spares and Service

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middx. Tel. Hou. 2238 and 3456. [3049 R]

UNIVERSITY MOTORS, Ltd., Largest stocks of M.G. spares outside the factory—7, Hertford St., London, W.1. Gros. 4141. [0505 R]

MG. spares, most parts in stock for all models 1936 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies, prominent service, etc., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 5083. [0433 R]

MORGAN

1950 Morgan 4/4 drop head foursome coupe, care fully maintained; £345; exchanges, etc.—Wessex Motors, St. Cross Rd., Winchester. Tel. 5555. Mr. Ingolby. [C4057]

1958 Morgan 4/4 series II competition 2-seater sports, never raced or rallied, in addition to the standard engine, has a 2½-litre engine, the car has a Buckler close ratio gear box, twin exhaust, etc., etc.; this car must be driven to be appreciated and is offered with every confidence at the very competitive figure of £665.

B. A. ROLFE & SONS, Ltd., Romsey, Hants. Tel. Romsey 3187. [C4139]

Morgan Cars Wanted

ROWLAND SMITH'S the Morgan buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

BASIL ROY, Ltd., require for cash or part exchange for any make—161, Great Portland St., W.1. Langham 7733. [0577 R]

Morgan Spares and Service

BASIL ROY, Ltd., official spare parts stockists, service and repairs—161, Great Portland St., W.1. Langham 7733. [0514 R]

MORRIS MINOR

Scott Cars. 1956 Morris Minor convertible, heater; £495.

1955 Morris Minor de luxe, outstanding condition; £450.

1954 Morris Minor tourer, excellent condition; £425.

Scott Cars, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016]

Noel Roscoe, Ltd.

1958 (June) Morris Minor 1000 de luxe 2-door saloon, sage green, green leather, one owner, 9,000 miles, unmarked and as new, heater, £585; open 7 days a week until 8 p.m.—High Rd., Byfleet. Tel. Byfleet 270/4199. [C3131]

H. A. SAUNDERS, Ltd.

1957 Morris Minor de luxe saloon, green, grey up-holstery, recorded mileage 9,472, heater; £565.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

J. DAVY, Ltd., Morris agents.

1958 6,600 miles, Minor 1000, 4-door de luxe

comprehensive guarantee; £605.

1957 (Nov.) Minor 1000 convertible, heater, one

guarantee; £595.

180 184, Kensington High St., W.8. Tel. 7181-215. Brompton Rd., S.W.3. Kln. 4215; 68, North Row, Park Lane, W.1. Hyd. 2311. [C1069]

MORRIS MINOR

Minor 4-door de luxe; £525.

1956 Minor 1000 4-door; £585—Gordon Lovett, Ltd., 45, The Mall, Ealing, W.5. Ealing 47130. [5120]

WARWICK WRIGHT, Ltd., offer:-

1954 Morris Minor 2-door saloon, green, radio and heater; £425.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

GUY SALMON AUTOMOBILES offer:-

1958 (model) Morris Minor 2-door de luxe saloon; £525—Portsmouth Rd., Thames Ditton. Embrook 5551-2-3. [C4001]

CMI CAR SALES (Primrose 6623) offer:-

1958 Morris Minor 1000 4-door saloon, heater, taxed; £610.

1958 Morris Minor 4-door de luxe saloon, beige; £525.

3 months guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:-

1951 Morris Minor convertible, new hood, fitted heater, good condition; £330—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [C4006]

1958 Minor 1000 4-door, low mileage; £585.

Below: Minor convertible, wonderfully maintained; £440—Below.

1955 Minor Traveller, quite exceptional condition; £385—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

1958 (Aug.) Morris Minor 1000 2-dr. saloon, grey, 17,000 miles, one owner; £545.

GEOFFREY NEWMAN & COMPANY, 369, Euston Rd., London, N.W.1. Euston 4466. [C3033]

1957 (Apr.) Minor 1000 convertible de luxe, heater, 12,000 miles, one owner; £565.

GEOFFREY NEWMAN & COMPANY, 369, Euston Rd., London, N.W.1. Euston 4466. [C3033]

NEW Morris Minor convertible de luxe, dark green, immediate delivery.—Lee 4555. [5090]

1955 Morris Minor 2-door de luxe saloon, claret, one owner, 18,000 miles only; £725.

HERBERT & MILLS, Ltd., 10, Great Portland St., London, W.1. Langham 3506. [C2036]

YES—but if it's Morris—it's Sparks of Streatham Hill, S.W.2, your main depot.—Tulse Hill 3434. [0818 R]

1956 Minor de luxe, 15,000 miles; £495—Streatham Hill Motors, 54, Streatham Hill. Tulse Hill 2221. [C4008 R]

£365!!! Morris Minor convertible, May 1953, excellent example of very moderate mileage.—Jennings, 368, Euston Rd., London, N.W.1. [C4005]

1956 Minor Traveller, heater, guaranteed; £510—Palmer Motors, 5, Ruskin Gardens, Mews, Kensington, W.14. Park 9704. [C3034]

1958 Morris Minor 4-door de luxe, heater, radio; £610—Farnham Motor Co., Ltd., Dorking 1212. [C2110]

1955 Morris Minor 4-door de luxe saloon, colour green, outstanding condition throughout for this type of car; £475.

WANTED. Minors and Minor Travellers.—Streatham Hill Motors, 64, Streatham Hill, Tulse Hill 2221. [C4008 R]

WHEN you can get four miles value from a Minor or Minor Traveller, we'll give you £100 extra.

FERRARI'S OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [W2008]

MORRIS Minor 1000 Travellers car required; consider saloon.—81, Aylesford Rd., Winchester. [C4022 R]

WANTED, Minors and Minor Travellers.—Streatham Hill Motors, 64, Streatham Hill, Tulse Hill 2221. [C4008 R]

CHARLES RICKARDS, 12 Spring St., Paddington, W.2. Tel. Paddington 3440, Ex. 29-37. [C3050]

MORRIS MINOR

1952 (Sept.) Morris Minor 4-door saloon, reconditioned engine, undersealed black, red leather, excellent condition; £370.—Denly, Reliance 1261, week-days 9 a.m.-5 p.m. [15049]

MORRIS 1000 2-dr. saloon, black, d.l model, 18,000 miles, heater, undersealed, perfect condition, carefully maintained by one owner; £550; no dealers.—Pollards 4141. [14896]

1957 (Aug.) Morris Minor 2- and 4-door saloons, mileage 10,000, £500. B.M.C. guarantee; £525 to £550.—Lankester Engineering Co., Ltd., 39, Euston St., Kingston, Kin. 3151. [10046 H]

1958 (Sept.) Morris Minor 1000 2-door saloon, miles; £565.—Fearnall, 40, Station Rd., Whitechurch, Shropshire. [14924]

1958 1000 convertible de luxe, green/grey, radio, mirrors, underseal, screen washers, etc., must sell for best offer over £550.—Newdigate (Surrey) 328. [14914]

NOV. 1952 Minor convertible, Alta ohv conversion, t/w s.u.s. Derrington extractor exhaust, many extras, exceptional performance and condition; £385.—Hodkinson, Ivy Cottage, Broughton, Preston, Lancs. [14927]

1958 Morris 1000 2-door saloon, dark twin cars, etc., T/C tyres rear, exceptional performance, one owner, 4 months' warranty; term or part exchange; £550.

1955 (June) Morris Minor 2-door saloon, grey/red, one owner, heater, guaranteed; terms or part exchange; £420.

1954 (Nov.) Morris Minor 4-door saloon, grey/red, heater, recent new engine, one owner, guaranteed; terms or part exchange; £420.

1954 (November) Morris Minor Traveller, black/red, heater, one careful owner, serviced by us from new, guaranteed; terms or part exchange; £430.

A. H. TURNER, Ltd., 215, Tuxford 215. [4954]

Morris Minor Cars Wanted

ROWLAND SMITH'S the Minor buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

1958 Morris Minor 1000 black, 2-door, wanted for cash—Marlow 926. [4899]

WHEN you can get four miles value from a Minor or Minor Traveller, we'll give you £100 extra.

FERRARI'S OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [W2008]

MORRIS Minor 1000 Travellers car required; consider saloon.—81, Aylesford Rd., Winchester. [C4022 R]

WANTED, Minors and Minor Travellers.—Streatham Hill Motors, 64, Streatham Hill, Tulse Hill 2221. [C4008 R]

CHARLES RICKARDS, 12 Spring St., Paddington, W.2. Tel. Paddington 3440, Ex. 29-37. [C3050]

MORRIS OXFORD

1958 Morris Cowley saloon, birch grey, under 10,000 miles; £710. [C4008 R]

CHARLES RICKARDS, 12 Spring St., Paddington, W.2. Tel. Paddington 3440, Ex. 29-37. [C3050]

H. A. SAUNDERS, Ltd.

1956 (May) Morris Oxford Estate car, including heater, etc., practically unmarked, and in superb condition; £650.

1952 Morris Oxford saloon, blue ivory interior, condition throughout, must be seen to be believed; £425.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

CAR MART, Ltd.

OFFER with 6 months' guarantee.

£685—Morris Oxford saloon, heater, U/seal, 18,000 miles, reg. 1957.

CAR MART, Ltd., Euston Rd., N.W.1. Euston 1212. [C1039]

H. A. SAUNDERS, Ltd.

1956 Morris Oxford saloon, duo-green, grey and green upholstery, recorded mileage 10,517.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

CRFORTON GARAGES, Ltd.

1958 Morris Oxford (59 model), Birch grey cherry red, heater, electric clock, screen-washers, 3,000 miles only, as new; £795.—132, Whitechapel Rd., Bishopsgate 3393. [C1139]

WARWICK WRIGHT, Ltd., offer:-

1954 Morris Oxford saloon, radio and heater; £485.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

GUY SALMON AUTOMOBILES offer:-

1957 Morris Oxford saloon, sage green, 16,000 miles, unmarked, £685.—Portsmouth Rd., Thames Ditton. Embrook 551-2-3. [C4001]

CAR SALES (Primrose 6623) offer:-

1956 Morris Oxford, radio, heater, one owner; £575.

3 months guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

1953 Oxford, black/red interior, heater; £385.—Campbell Symonds, Alperton 1515. [C1037]

1955-6 Oxford saloon, heater, immaculate, guaranteed; £385.—Vaughan, 17, Astor Mews, S.W.7. Fro. 1519. [C4078]

1957 Morris Oxford Series III saloon, duo colour, one owner, 16,000 miles, fully guaranteed; £735.—Ward & Co., 72, West Hill, S.W.15. Vandike 1077. [S1519]

1958 Morris Oxford, sage green, 16,000 miles, unmarked, £685.—Portsmouth Rd., Thames Ditton. Embrook 551-2-3. [C4001]

CAR SALES (Primrose 6623) offer:-

1956 Morris Oxford, radio, heater, one owner; £575.

3 months guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

1953 Oxford, black/red interior, heater; £385.—Campbell Symonds, Alperton 1515. [C1037]

1955-6 Oxford saloon, heater, immaculate, guaranteed; £385.—Vaughan, 17, Astor Mews, S.W.7. Fro. 1519. [C4078]

1957 Morris Oxford Series III saloon, duo colour, one owner, 16,000 miles, fully guaranteed; £735.—Ward & Co., 72, West Hill, S.W.15. Vandike 1077. [S1519]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OXFORD

HENLYS offer with 4 months' guarantee:-

1958 Morris Oxford Traveller, one owner, duo green with grey interior; £895.—
HENLYS, Ltd., 958-964, High Rd., North Finchley N.12. Hillside 6666.**1955** Morris Oxford, excellent condition; £575.**MCLAREN & COX**, Ltd., 928, High Rd., North Finchley N.12. Tel. Hillside 0560-6306-8. [C3083]**1955** Morris Oxford, one owner, heater, low mileage; PREMIER MOTORS, 295-297, Lewisham High St., London, S.E.15. Lee Green 1051.**£715** —Morris Oxford 1957 turquoise blue saloon—Northwood Hills Motor Co., Northwood 3271.**YES** —but if it's Morris it's Sparks of Streatham Hill, S.W.2, your main depot.—Tu'se Hill 3434.**1958** Morris Oxford III saloon, duo tone, Birch grey/red, kept in perfect order throughout by one owner, full de luxe equipment; £760.—
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 9 a.m. to 6 p.m. [C2008]**1955** Morris Oxford Traveller, 27,000 miles, one owner, heater; £585.—Barnes, 518 Finchley Rd., N.W.3. Hanmer 2221.**!!! Travellers**. Choice of 6 Oxford estates 1958-1954.—Pedigree Estate Cars, 340, Euston Rd., N.W.1. Euston 7889.**1955** Morris Oxford, black, red leather, heater; £439.—Smiths Car Sales, 3, High Rd., Balham. Balham 7628.**1953** Oxford, Clarendon grey, red interior, one owner, heater, low mileage; £410.—Campbell Symonds, Alperton 1515.**1958** Morris Oxford all-metal travellers' car, in mint condition, grey in showroom condition, 4,000 miles only, one lady owner; £935.**1953** (Dec.) Morris Oxford, in green with green leather upholstery, heater, etc. excellent condition, 22,000 miles; £495.—Linington Bros., Ltd., 30-32, Commercial Rd., Portsmouth. Tel. Portsmouth 21661.**1953** (October) Morris Oxford Travellers, green, green upholstery, perfect condition; £725.—Rudwick Garage, Mr. Hornsby, Tel. Rudwick 277. [4887]**JACK ROSE**, Ltd., offer.—1958 Morris Oxford saloon in grey, 10,000 miles, almost unmarked condition; £795.—Stafford Rd., Wallington, Surrey. Wallington 6677.**1957** Morris Oxford, turquoise blue, one careful owner, immaculate car; £695.—Bell's Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185.**1955** Morris Oxford, heater, Clarendon grey, guaranteed; £555.—Gordon Cars (London), Ltd., 26, North End Rd., Golden Cresent, N.W.11. Speedwell 4701.**1956** (Sept.) Morris Oxford de luxe saloon in black, red interior, immaculate one-owner car in mint condition; £550; terms, exchanges considered.—Corner Garage, Gorton St., Blackpool. Tel. 26836. [C2083]**1950** Morris Oxford, coachwork and interior as new throughout, excellent mechanical condition, 1954; £450; terms, exchanges considered.—E.R.C. Services, 5, Summerland Garden, Muswell Hill, N.10. Tudor 8073. Bowes Park 4087.**MORRIS** Oxford, 1956, Empire green, many extras, a specimen car; £615; 1955 Cowley in really immaculate condition; £515.—Burke & Inglis Motors, Ltd. (Morris Agents), 39-52, Dudden Hill Lane, N.W.10. Willesden 4869 and 3934.**395** gns.—Morris Oxford September 1952 saloon, grey, one owner, excellent condition, 1952; £395; condition, written guarantee; terms; exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]**Morris Oxford Cars Wanted****A**LMOST new Oxford required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [C1903]**R**OWLAND SMITH'S, the Oxford buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041.**!!! Estate Cars, Ltd.**, the Utility Specialists, urgently require Oxford Travellers.—441, Upper Richmond Road West, East Sheen, S.W.14. Prospect 7648-9.

[C4013/R]

MORRIS ISIS

BENTALLS, Ltd., offer.—
1956 Morris Isis, grey with red leather upholstery, heater, 22,000 miles, one owner; £895.—Kingston-on-Thames. Kingston 1001. [C1093]**H. A. SAUNDERS**, Ltd., offer.—
1957 Morris Isis saloon, Clarendon grey, red upholstered, recorded mileage 23,661, heater; £645.**H. A. SAUNDERS**, Ltd., 836-842, High Rd., North Finchley N.12. Hillside 5272 (8 lines). [C4092]**£475**—1955 (October) saloon, blue, carefully maintained, terms, exchanges.—Lockhart's, 12-16, Chiltern Rd., Dunstable, Tel. 1885.**AZ MOTORS** offer.—1956 series Isis saloon, considerable value; £495.—Palmerston Rd., N.W.6. Mat. 4723.**!!! Travellers**. Choice of 2 Isis estates 1956/1957.—Pedigree Estate Cars, 340, Euston Rd., N.W.1. Euston 7889.**MORRIS** Isis, 1957, one tone colour green, with red upholstery. Tiger pattern seat cover; nice running car, radio and heater.—R. P. Froggart, Ltd., Tel. Nottingham 41558. [4821]**Morris Isis Cars Wanted**
1957 Isis Travellers wanted, r.h. gear change model; consider saloon; cash payment.—81, Alresford Rd., Winchester. [W4087]**R**OWLAND SMITH, the Morris Isis buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041.**!!! Estate Cars, Ltd.**, the Utility Specialists, urgently require Isis Travellers.—441, Upper Richmond

Road West, East Sheen, S.W.14. Prospect 7648-9.

[C4018/R]

MORRIS MISCELLANEOUS

PERFORMANCE CARS unique selection (198 cars) see our full page next week. [C3041]**Morris Miscellaneous Cars Wanted**
ROWLAND SMITH'S, the Morris buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]**Morris Spares and Service**
MORRIS genuine spares and special services in the West End. Tel. Mus. 1932. [0342/R]**S**MITHS, AND COMPANY, Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0342/R]**H**AMMERSMITH, W.6. Rogers Garage, Engineers, Wellesley Ave., Riverside 2644. Sales and Service. [S306/R]**R**· HARDY & SONS, 55, Marlowe Bone High St., W.1. Experienced for nearly a century, complete overhauls and coachwork our specialty; exchange engine units, spares and accessories.—Hunter 0942. [0365/R]

NASH

1955 Nash Ambassador, right-hand drive, radio, heater, immaculate; £975.—Circus Garage, (5771 Brighton), Ltd., Tel. 27045. [2954/R]**365** gns.—Nash Rambler, 1951, foursome, convertible, r.h. drive, overdrive, power-hood, Ace Rimblishers, whitewall tyres, very carefully used; written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

OLDSMOBILE

LEX. The American car specialists; see offer under Used American Car column.**LEX** GARAGES, Ltd., 2, Lexington St., Piccadilly Circus, W.1. Gerrard 8600. [0352/R]

Oldsmobile Cars Wanted

SIMPSONS OF WEMBLEY, 345, High Rd., Wembley 2903. 8691-4422. Top prices. [W4015]**LEX** sole distributor in the U.K., require good used post-war Oldsmobiles.**LEX** GARAGES, Ltd., 2, Lexington St., Piccadilly Circus, W.1. Gerrard 8600. [0371/R]

Oldsmobile Spares and Service

REPAIRS and Service by Sole U.K. distributors.**LEX** at 46-50, Gloucester Ave., Regent's Park, London, N.W.1. PRIMROSE 0161. [0627/R]

OPEL

B. J. HUNTER, Ltd., Austin agents, offer:-**1956** Opel Kapitan saloon, low mileage, unmarked.**B**. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]**1958** Opel Rekord saloon, heater, 3,000 miles; £895.**BRITISH & COLONIAL MOTORS**, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 5885. [C1027]

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributor, service and spares.**A**NGLO-GERMAN, Ltd., Grosvenor Garage, Burnage 1940. Manchester 19. Rus. 2874-5. [0315/R]**OFFICIAL** Opel dealers and service agents.—B. & C. Concessions, Ltd., 46-50, Gloucester Ave., Regent's Park, N.W.1. Frimrose 0161. [0352/R]

PACKARD

1951 Packard, right-hand drive, automatic, radio, heater, immaculate.**S**cott Cars, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016]

Packard Cars Wanted

SIMPSONS OF WEMBLEY, 345, High Rd., Wembley 2903. 8691-4422. Top prices. [W4015]

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repair specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [S4028]**LEONARD WILLIAMS** & Co., Ltd., for Packard spares.—Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R]

PANHARD

WORTHING MOTORS, Ltd., Panhard distributors for Sussex, Broadwater Rd., Worthing. Tel. Worthing 71. [0676/R]

PEERLESS

CHIPSTEAD MOTORS, See display page 29.

Peerless Cars Wanted

PRODUCTIVE SPARES, LTD., 10, King's Rd., Chelsea 1480. [C1046]

Peerless Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repair specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [S4028]

PANHARD

PANHARD MOTORS, Ltd., 120, Albion St., Leeds, I. Tel. Leeds 3603. [C4051]

PEUGEOT

PANTLES SERVICE GARAGE, Ltd., London Rd., Guildford (Tel. 5326).**1955** Peugeot 203 saloon, finished black, an exceptionally clean car, fitted radio, heater and overdrive. £515. [C4055]**P**ANTLES SERVICE GARAGE, Ltd., London Rd., Guildford (Tel. 5326).

PEUGEOT

1956 Peugeot 203 grey saloon, fitted many extras including radio, heater, overdrive, loose covers and spot and fog lamps, 18,000 miles, one owner, as new; £625.**PEUGEOT** 203, 1951, heater, screen washers, fog lamp, sliding roof, overdrive, taxed, grey 38mpg, 70mph; £225.—Ring Buckhurst 7863. [C5048]**1958** 403 station wagon, 6,600 miles, virtually new condition; £995; terms, exchanges.—Richard & Carr, Ltd., 33, Kinnerton St., S.W.1. Belgrave 3719. [C5045]

PEUGEOT

1958 series delivered September '57 Peugeot 403 saloon, fitted heater, radio, screen washers, wheel trims, immaculate car throughout, one owner, 25,000 miles, taxed; £875.**LATE** 1952 Peugeot 203 saloon, one owner, beige interior, roof racks; £325.**A**AILABLE shortly, 1956 Peugeot 403 saloon, heater, A. radio, finished Channel green, excellent car throughout; £675.**B**ALLAMY'S GARAGE, The Peugeot Distributors and B. Specialists, Alfred Place, Worthing. Tel. Worthing 5796. [C5094]

PEUGEOT

Peugeot Cars Wanted

REALLY good Peugeot wanted.—Anthony March, Plat 2, 61, Ladbrooke Grove, W.11. [1479]**1958** 203, shopsoiled or demonstrator, privately, Box 1557. [S011]**Plymouth Cars Wanted**
SIMPSONS OF WEMBLEY, 345, High Rd., Wembley 2903. 8691-4422. Top prices. [W4015]

PONTIAC

1955 (August) Pontiac Chieftain de luxe, maroon with grey upholstered, fitted radio, heater, white wall tyres, 10,000 miles only and genuine.—Frances Motors, 333, Hungerford Rd., Leicester. Tel. 66304. [C2131]**Pontiac Cars Wanted**
SIMPSONS OF WEMBLEY, 345, High Rd., Wembley 2903. 8691-4422. Top prices. [W4015]

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.**U.S. CONCESSIONAIRES**, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3 (Tel. Flaxman 7752-3-4).**SOLE** distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R]

PORSCHE

BENTALLS, Ltd.,**1957** Porsche 1600, blue with red upholstery, radio, 5,000 miles, one owner. £1,645.—Kingston-on-Thames. Kingston 1001. [C1093]**CHIPSTEAD MOTORS**. See display page 29.**C**oventry & Jeffs, Ltd. Tel. Bristol 37076. [14985]

Porsche Cars Wanted

V&F MONACO MOTORS, buy good Porsche. Fulham Rd., S.W.10. Flaxman 4594. [W4141]

Porsche Spares and Service

V&F MONACO MOTORS, spares and specialised service. 6, Astwood Mews, Courtfield Rd. (near Gloucester Rd. Station), London, S.W.7. Tel. Fremantle 4414. [0645/R]

RACING CARS

LOTUS Bristol Mark X 2-litre, discs, De Dion rear, excellent history.—Harold Hamblin (Cars), Ltd., Basingstoke. Tel. 19. [C2143]**COOPER'S GARAGE (SURBITON)**, Ltd., 243, Ewell Rd., Surbiton, Surrey. Tel. Elmbridge 3346, are sole concessionaires for the 1956 Formula II Cooper-Climax and 500cc Formula III racing cars and 1100cc and 1500cc Cooper-Climax sports cars. [0281/R]

RAILTON

1939 Railton Fairmile coupe 26.5hp, good running order; offered at reasonable price to enthusiast.—Box 1415. [14803]

Reliant Cars Wanted

GEORGE CLARKE pay most. Tel. 3211. [0364/R]**PRIDE & CLARKE**—best buyers.—Brixton 6251. [W3068]**R**OWLAND SMITH, the Reliant buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018]

RENAULT

PB. Ltd., offer:-**1958** Dauphine saloon with sunshine roof, very low mileage, as new; £700.**ADDON BROS.** 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C5055]**BOSHIER** for Renaults.**1958** (July) Renault Dauphine saloon, tulip yellow, low mileage, as new; £685.**BOSHIER OF NORWICH**, Ltd., Chapelfield Road, Norwich 24184 (5 lines). [C1168]**MIKE HAWTHORN** offers:-**1958** Renault Dauphine, very moderate mileage, 26.5hp, grey with red; £635.—The Tourist Trophy Garage Co., Farnham, Surrey. Tel. Farnham 5363. [C4110]**H. BEART & Co., Ltd.**, offer:-**1957** Renault Dauphine saloon, finished blue with blue interior; 7,000 miles only in the hands of one careful owner; £625.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081]**ALPINS BUSHEY GARAGES** offer:-**1952** Renault 750; choice of 3 from £275.**1954** Renault 750, blue, engine reconditioned in our workshops; £410.**1955** Renault 750, grey, sun roof, beautifully maintained; £425.**1958** Renault Dauphine, merlin blue; £685.**1958** Renault Dauphine, imperial red, sun roof; £710.**A**LWAYS a good selection of new and used Renault Dauphines in stock.—Alpines Bushey Garage, Ltd., 83-85, High Rd., Bushey Heath 2222. [C1119]**1957** Renault 750, one owner; £495.**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Horne, N.B. Mountview 5222. [C1111]**PETER BENTOCK CAR SALES** offer:-**1957** series Renault Dauphine, one owner, stage II tuning transistor radio, loose covers, low mileage; £565.—102, High Rd., Chiswick 2725. [S014]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RENAULT

RICHARDS & CARR, Ltd., are always best value.

1958 Dauphine, low mileage, one owner, exceptional condition; £635.

Dauphine sun roof, one owner, sky blue, excellent throughout; £550.

1957 Dauphine, exceptionally well-kept car in every respect; £445.

1956 (Oct.) 750 de luxe, extras, unquestionably good throughout superb value; £585.

1955 Domaine estate car, unregistered, shop soiled; £1,075.

Dauphine, brand new, immediate delivery; £55.

55, Kinnerton St., S.W.1. Belgravia 3711. [C3045]

1958 low mileage Renault Dauphine, with Ferlec, blue; £665.

MCLAREN & COX, Ltd., 928, High Rd., North Finchley, N.13. Tel. Hillsdale 0560-8. [C3083]

1957 late Dauphine, red, in excellent condition throughout; £595.

Cox & Co., Buxton Rd., Hazel Grove, Cheshire. [C1182]

Stepping Hill 4459.

1955 Renault, 750, blue, one owner, ex. cond.; £395. Bournborough, Kent. 52044. [C4458]

1959 Renault Dauphine, 300 miles, sunshine roof, grey; £755.—Allan Moore, Eaton Bray 236. [C4966]

1954-5 Fregate de luxe, overdrive, heater, £485.—U.T.P. Cars, 24, Chatham Place, Brighton 2942.

1957 Renault Dauphine (Ferlec clutch) red, one owner, as new; £630.—Spicer's Car Sales, Tel. Hitchin 2037.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, established 1909, offer:

Dauphine Ferlec, red, extras; £699.

1958 Dauphine, blue, 2,000 miles; £699.

750 saloon de luxe; £650.

1957 750 saloon de luxe, green; £525.

1956 750 saloon de luxe, loose covers, grey; £485.

1952 750 saloon de luxe, extras; £510. [C4070]

Renault Dauphine, genuine 6,000 miles only, fully guaranteed; £625.—Ward & Co., 5163 West Hill, S.W.15. Vandyke 1077.

1958 Renault Dauphine saloon (choice of 2), new condition; exchanges etc.—Wessex Motors, St. Cross Rd., Winchester. Tel. 5555. Mr. Ingoldby. [C4067]

RENAULT Dauphine, 1957, one owner, 19,000 miles, red, electric heater, 4-brach exhaust manifolds (standard manifold included).—Tel. Mr. de Souza, Bournemouth 1348.

GARAGES OF BIRMINGHAM—1955 Renault Dauphine G saloon, attractive 2-tone bamboo scarlet finish, terrific performance; £595.—188, Wellington Rd., Birmingham 20. Birchfield 4093. [C4818]

BARNEHURST GARAGE, Ltd., always have a large selection of guaranteed used Renault cars.—Barnehurst Garage, Ltd., 1-9, Barnehurst Rd., Bexleyheath, Kent. Tel. Bexleyheath 715 and 9159. [0134/R]

1956 (July) Renault 750 4-door saloon, one owner, 21,000 miles only, unmarked grey colour, recommended; £415.—Victoria Motors, 32, Long Millgate, opposite Victoria Station, Manchester, 3. Blackgate 5157. Irnars 5149.

1955 Renault 2-litre Fregate 4-door saloon, one owner, moderate mileage, overdrive, heater, radio, whitewall tyres, etc., 3 months' guarantee; £595.—A. Gray & Co., Ltd., 7, 8, Woodbridge Rd., Guildford 2885.

D.B.S. GARAGES, Ltd. (Renault distributors), Ambergate, Sutton. Offer a selection of fine selected Renaults. Dauphine from 1950; one of these cars is fitted with an automatic clutch and high performance engine, whilst another, which has covered only 9,000 miles, has a sunshine roof, new cars supplied from stock, demonstrations anywhere without obligation.—Please call or ring Rustington 47. [5029]

Renault Cars Wanted

DAUPHINES. Fregates and 750s urgently wanted.—D. Richards & Carr, Ltd., 33, Kinnerton St., S.W.1. Belgravia 3711. [C3045]

750s. Dauphines and Fregates are always required by A. Gray & Co., Ltd., Bushey 32223. [C1119]

R. OOWLAND SMITH'S, the Renault buyers; highest cash prices.—Hampstead High St., N.W.3. Han. 6041.

WELHAM'S, Renault Sales & Service, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy post-war Renaults. [W4070/R]

Renault Spares and Services

METROPOLIS GARAGES, Ltd., Olympia, W.14. She. 5385 (S.W. London and S. Middlesex distributors).

EXPERT Renault staff for all types or repairs; large E stocks of spares; we will despatch day or order.

N.W.6. BLUE STAR GARAGES, Ltd., 100% Renault.

N. W.6. BELSIZE RD., BELSIZE MAIDLA VALE 5555 and 2155.

OXFORD & SONS, Ltd.—Renault spares, large stock of all new and replacement parts available immediately.—264, Brompton Rd., S.W.3. Kensington 179131.

ALPINE BUSHEY GARAGES, Ltd., Bushey Heath, Herts, and North London distributor for Renault spares and fitting service by Renault specialists. Bushey Heath 3282.

BARNEHURST GARAGE, Ltd., have the largest stock of Renault spares in the South of England; all orders despatched on the day of receipt.—Barnehurst Garage, Ltd., 1-9, Barnehurst Rd., Bexleyheath, Kent. Tel. Bexleyheath 725 and 9159. [0943/R]

RILEY

GUY SALMON AUTOMOBILES offer:

1958 (May) Riley 2.6-litre saloon, black/two-tone red trim. 7,000 miles only, latest push-button H.M.V. radio, bucket seats; £1,250.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001]

RILEY

J. JAMES (LONDON), Ltd.

FOR new and second-hand Riley cars.

1958 2.6 maroon and beige, maroon upholstery, 750, batch seat, 3,500 miles; £1,195.

RILEY CARS, 59 and 56, Pall Mall, S.W.1. Tel. Speedwell 6762. [C4533]

ELM AUTOSALES, offer:

FOR the Riley enthusiasts a most exceptional 1951 2½-litre saloon in autumn red, late property of a famous engineer, fitted factory replacement engine 12,000 miles ago; this car is original and in mint condition, must be one of the nicest Rileys offered today; £465.

68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

RILEY 1955 1½-litre, as new; £750.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111]

BOON & PORTER, Ltd., Riley distributors.

1958 Riley Two-Point-Six, duotone grey, 9,000 miles, director's car; £1,250.

One-Point-Five, 1957, 5,000 miles, immaculate, guaranteed; £795.

1953 2½-litre saloon, high comp. pistons, Healey gear box and clutch, radio, h.r.c., many other extras, fully guaranteed and enthusiastically maintained, 20,000 miles driven, beige interior; £585.

CASTELNAU, S.W.15. (Near Hammersmith Bridge.) Riverside 4444. [C1022]

B. J. HUNTER, Ltd., Austin agents, offer:

1954 Riley 1½-litre saloon, a very fine car; £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

TANKARD & SMITH (CHELSEA), Ltd., offer:

1952 Riley 2½-litre saloon, maroon, beautiful condition throughout; £485.—194-198, Kings Rd., Chelsea, London, S.W.3. Flaxman 4801. [C4025]

JARVIS OF WIMBLEDON, 100% B.M.C. Dealers.

1953 (Dec.) 1½-litre RME series, black/grey, duo tone, red leather upholstery, radio, h.r.c., one owner, ex. cond. throughout; £595.

JARVIS & SONS, Ltd., S.W.19. Lib. 8221; Wim. 2526. [C2086]

ALTWOOD GARAGE, Ltd., offers the following used Rileys:

(March) 1½-litre saloon de luxe, maroon/beige, red interior, heater, etc., in 100% condition throughout and thoroughly recommended; £475; also 2½-litre saloon de luxe, black/red hide, maroon, owner, particularly nice specimen, guaranteed; £465.

ALTWOOD GARAGE, Altwood Rd., Maidenhead, Tel. Littlewick Green 70, evenings and week-ends. Littlewick Green 3076. [C1107]

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481 2, 3, offer.

1955 only, due tone grey with grey leather. Motor radio with twin speakers, extra spotlights, heater, screenwash, etc., exceptional car; £625. [C1001]

1953 Riley 1½-litre, one titled owner, 30,000 miles, as new; £595.

SHRUBBERY GARAGES, Upper Church Rd., Weston-super-Mare. Tel. 1060. [S188]

1950 2½-litre saloon, radio, heater, beautiful example; terms, exchanges arranged; £295. Below.

1948 1½-litre, 1947 saloon, exceptional. Finchley 1503. [C5096]

£745!!—Riley Pathfinder 1956, specimen condition, duo-tone colour, the finest available.

LAMBS OF WOOD GREEN (Established 1897), 100 cars, 3 months' written guarantee; exchanges; low deposit terms suit you.—421-425, High Rd., Finchley, Finchley 6222. [C2052]

1958 (July) Riley 1.5 saloon, red, 5,800 miles, one owner; £795.

GEORGE NEWMAN & COMPANY, 369, Euston Rd., London, N.W.1. Euston 4466. [C3033]

1954 9,000 miles ago, radio h.r.c.; £595.

GEORGE NEWMAN & COMPANY, 369, Euston Rd., London, N.W.1. Euston 4466. [C3033]

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer a selection of the best used Rileys available.

1958 1.5 saloon, leaf green, beige upholstery, stem loose covers, a car which has been kept with pride; £785.

1950 (February) roadster, autumn red, biscuit trim, a specialist's car, in specialist's condition; £365.-49, Sloane Sq., S.W.1. Tel. Sloane 063. [C1049]

PERFORMANCE CARS unique selection (198 cars) see our full page next week. [C3041]

AZ MOTORS offer 1947 2½-litre saloon, excellent condition, bargain offer; £275!—Palmerston Rd., N.W.6. Mat. 4723. [C1011]

Riley 1½-litre, maroon, ex. condition throughout; £399.—Smiths Car Sales, 3, High Rd., Balham. Balham 7628. [S153]

1951 model Riley 2½-litre saloon, green with green interior; £495.—Windovers, Ltd., The Hyde, Hendon, Colindale 1051. [C1018]

ROADSTER, 2½-litre, spotless and mechanically excepted; £399. terms, free delivery London area.—Rudds, 41, High St., Worthing 7775-4. [C472]

1950 Riley 1½-litre saloon, dark blue, heater, spots, superb bodywork; £395.—M.E.T. Garages, Maida Vale 4801 and 7082. [C3151]

BEARTS OF KINGSTON, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3348. [C079/R]

1956 Riley Pathfinder, twilight grey, radio, one owner, immaculate; £795.—Dickinson & Adams, Ltd., Letchworth, Herts. Tel. 2297. [C4913]

1956 Riley Pathfinder, registered 20.12.57, 7,650m, duo-tone, underseal, radio, mirrors, unmarked; £730.—Sto. 9830. [S023]

1956 Riley Pathfinder, twilight grey, radio, one owner, immaculate; £795.—Dickinson & Adams, Ltd., Letchworth, Herts. Tel. 2297. [C4913]

RILEY

1954 RME Series 1½-litre saloon, fitted with heater, Worthing. Tel. 71. [C4937]

RILEY 1.5 saloon, choice of colours; part exchanges, etc.—Wessex Motors, St. Cross Rd., Winchester. Tel. 5555. Mr. Ingolby. [C4087]

1959 model Riley 2.6 saloon, 1,100 miles; exchanges, etc.—Wessex Motors, St. Cross Rd., Winchester. Tel. 5555. Mr. Ingolby. [C4087]

1955 Riley Pathfinder, one owner, immaculate; £675.—Mansfield Mansions, Ltd., High Rd., Broxbourne, Herts. Tel. Hoddesdon 4567. [C3001]

1948 Riley 1½-litre wooden estate car, 4-door, 4 seats, foldflat rear, smart; £285.—R.L.H. Morris, Tel. 601-609, Kings Rd., S.W.6. Renown 4492/6647. [C3125]

RILEY 2.6-litre saloon, duo grey, mileage 4,000 only; exceptional car maintained at works, heater, reg. 1957, but as new throughout; unique bargain at £1,050; terms, £100 down. [C3125]

L BURGESS, Ltd., Hartwell Grove, Leighton Buzzard 2179. [S1504]

CAMDEN MOTORS for high-class used Rileys, post-war 1½-2½-litre saloons, sports roadsters and Pathfinders; call, write or phone for details and fully descriptive priced catalogue; 450 other cars available. [C3001]

CARAVAN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Unrestricted hire-purchase. [C1035]

1958 Riley 1.5 saloon, colour grey with red upholstery, mileage 11,000, one owner, perfect throughout; £675.—Haslemere Motor Co., Ltd., Morris House, Guildford. Tel. 69231. [C4729]

RILEY 2.6, o'drive, h.r.c., radio, etc., 8,000 miles; £1,250; exceptional car maintained at works, heater, reg. 1957, but as new throughout; unique bargain at £1,050; terms, £100 down. [C4729]

L BURGESS, Ltd., Hartwell Grove, Leighton Buzzard 2179. [S1504]

1956 Riley Pathfinder sports saloon, black, maroon hide, H.M.V. radio, heater, radio, undersel, fog light, under 5,000 miles; £775.—Knox, 11, Seckford St., Woodbridge, Suffolk. [C5024]

1956 Riley 1.5, green, heater, radio, undersel, fog light, £745.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

A LLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements: now in 100+ warren model in stock. W. C. C. Morris Motor Mart, Ltd., London Rd., Tel. 22146. [C4827]

PRIDE & CLARKE, Ltd.—Riley 2.6 mileage 1,500, dual green, synchromesh, overdrive as new; £1,350. 10% deposit, terms over 3 years; exchanges welcomed. [C3035]

£298—Riley 1½, 1947 saloon, most exceptional cond., careful owner, superb mechanically, excellent tyres, host extras, choice 4; A.A. or R.A.C. exams welcomed; exchanges. [C3036]

J. CHARDENSON, Ltd., Millfield, Peterborough. Tel. 5086-7. [C1017]

Riley Cars Wanted

R. ROWLAND SMITH'S, the Riley buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W2018 R]

A LMOST new Riley required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W2016]

XXX Excellent cash price offered for good Riley 1½-litre.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2023]

NEARLY new or small mileage Riley wanted.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester. Tel. 3. Tel. Deansgate 3325-6. [W2024]

URGENTLY required, 1946-55 1½-litre saloons, L. G. Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliff 2275. [W2109]

RILEY Spares and Service, Ltd., for Riley spares and service.—Tel. 54436. [C2029]

ACOT ENGINEERING, Ltd.—Pre-selecto gear boxes & exchange and repairs.—189, Fulham Rd., S.W.3. Kensington 7501 and 7521. [C238 R]

A SP Coventry Motor Mart, Ltd., and be sure you get genuine Riley spares or specialist repairs.—Write Whitley Depot, London Rd., or Tel. Coventry 22146. [C445]

RILEY distributors for forty years, specialists in Riley overhauls, comprehensive stock of spares.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 7067. [C1069 R]

RILEY distributors for forty years, specialists in Riley overhauls, comprehensive stock of spares.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 7067. [C1069 R]

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in this country; special equipment for mechanical and coach repairs.—322, Finchley Rd., Golders Green, N.W.11. Speedwell 6762. [C092 R]

ROLLS-ROYCE

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JACK BARCLAY, Ltd.

E EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444. [C1082/R]

(Open until 7 p.m.)

PB, Ltd., offer:—

1938 25/30 Hooper saloon, with projecting boot, an extremely pretty car.

1936 25/30 H. J. Mulliner sedan de ville.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C5033]

H. R. OWEN, Ltd.

1956 Silver Cloud, sal. Countryman front seats, 21,500 miles; £4,450.

Silver Cloud sal. by Hooper, black with light green hide, 18,500 miles; £4,950.

LARGE selection of used Rolls-Royce and Bentley

A cars available; officially appointed retailers.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C4133]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

H. C. PAUL, Ltd.

1938 Phantom III Barker sports saloon, black/beige, mod. tappets, full history—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C5040]

JACK SMITH offers:-

ROLLS-ROYCE Wraith Park Ward convertible, black/grey, virtually indistinguishable from new, must be seen to be appreciated, full makers' history—25, £1,250. **11000** miles only. Rolls-Royce 20/25 7-passenger limousine, 1947, Humber, 4-door, front seat black/black leather in front, West of England cloth in rear, whole car in outstanding condition and absolutely genuine; £1,250.—23 Bruton Place, Berkeley Sq., London, W.1. Mayfair 0661. [C4082/1]

RUSSELL MOTORS offer:-

1937 25/30 Thrupp & Maberly semi-razor edged sports saloon, really wonderful condition throughout—47 Sloane St., S.W.1. Sloane 9288. [C5060]

PORTMAN MOTORS offer:-

ROLLS wraith saloon with electric division, out-standing body and paint work, chassis, perfect mechanically, heater, seats, for most thorough test or inspection, large boot, tyres, v.g. in fact everything as a Rolls should be; £895; terms, exchanges.—Portman Motors, 9, Portman Close, Baker St., W.1. Welbeck 5263. [C4809]

FRANK DALE, Ltd., offers:-

1937 25hp 2-tone sports saloon, fabulous styling, looks post war; 20 25hp, '35 4-door estate car, 7-seater—54, Bathurst Mews, Sussex Place, W.2. Paddington 5667. [C1177]

JAC BOND (VINTAGE AUTOS).

BRANCHES in London; Hollywood, U.S.A.

ALWAYS the finest selection of Rolls with unusual and sporting coachwork, including:—
£1,385 1940 50 Silver Wraith drop head coupe by Gurney Nutting, excellent condition, unrepeatable bargain.

1935 25 saloon by Windover, one titled owner for many years, 89,000 miles, immaculate original condition.

1934 25 2-door sports convertible, very pretty.

NEW h.p. terms from 10% dep., bal. 3 years.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929-8333. [C4079]

SWANMORE GARAGE, Ltd., offer:-

1938 Rolls-Royce Phantom III CM series razor-edged sports saloon, body by Park Ward, luxuriously equipped, full engine modifications, £695.—1176-1190, Christchurch Rd., Boscombe East. [C4024]

R. S. MEAD (SALES), Ltd., offer:-

1953 Rolls-Royce Silver Wraith saloon by Park Ward, black, grey interior, whole car in exceptional condition, mileage 36,000, one owner: £5,000.—42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C5011]

WEYBROIDGE AUTOMOBILES offer:-

1950 Rolls-Royce Silver Wraith 4-door saloon, (James Young), black and grey, 2 owners, recently renovated, in very good condition; £1,695.

1938 25 30 Rolls-Royce estate car, beautiful coachwork, the whole in immaculate condition, recently overhauled, mechanically in very good running order; £950.

WEYBROIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4049]

GUY SALMON AUTOMOBILES offer:-

1952 Rolls-Royce Silver Wraith 4-door owner driver sports saloon by Rippon, 14,000 miles only, attractive appearance and whole car virtually brand new; £2,950.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2. [C4011]

CHIPSTEAD MOTORS—See display page 29 [C1046]

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:-

1956 Rolls-Royce Silver Cloud, grey, 26,000 miles, one owner, superb condition and excellent history; £5,925.

S. HOWARTH, 16, Berkeley St., London, W.1. Mayfair 6266.

SERVICE AND STORES: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

HEARS. We are building deck and bearers on the 25 30 h.p. chassis; inspection invited.

APE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102]

A&S, Ltd. Wraith, 1939, Rippon, owner-driver with clean condition, £6,000. Selection of 7 passenger Rolls-Royce cars.

APE & SAUNDERS Ltd., Providence Court, North Audley Street, W.1 (near Selfridges). Mayfair 2941.

1949 Rolls-Royce Park Ward sports saloon, beautiful specimen—Autowork, Ltd., Southampton St., Winchester. Tel. 4965. [C1010]

CASSIS'S MOTOR MART offer the following guaranteed Rolls-Royce cars, serviced and conditioned with maker's history.

1937 25/30 Thrupp & Maberly sports saloon with boot, 56,000 miles, one owner 20 years.

1937 25/30 Thrupp & Maberly sports saloon, black.

1936 20/25 Rippon sports saloon with boot, black and grey.

1935 20/25 Gurney Nutting touring limousine with boot, good, £400 recently spent on this car.

5. Warren St., W.1. Euston 4110. [C1040]

IMOUSINES, 20, 25, 25/30, Phantoms and Wraiths, selection of 7-passenger limousines at—Jack Alpe, 50, Marylebone High St., W.1. Welbeck 1124. [C1105]

ROLLS-ROYCE

ALPE & SAUNDERS, Ltd., require Rolls-Royce Limousines. Good prices for cars in above average condition.

A&S, Ltd., Providence Court, North Audley Street (Near Selfridges), Mayfair 2941. [W1006]

SEVEN-PASSENGER Wraith, also 1947/1954 Silver Wraith. Limousines required; details, please—Jack Alpe, 50, Marylebone High St., W.1. Welbeck 1124. [W1103]

1938 (May) Rolls-Royce 25/30 flush boot saloon in black with blue leather, very carefully maintained car, in exceptional condition; £575.—Preswells, Ltd., Leatherhead 5252.

1936 one owner, recent £600 overhaul, low mileage, magnificent condition; £525.—Iayhams of Catherham, 379/383, Croydon Rd., Tel. Caterham 2384. [1336]

Rolls-Royce 20/25 owner-driver 4-light saloon by R. James Young, splendid condition, radio, heater, etc.; £235; photo and details.—154, Lancing Rd., Orpington. Tel. 2243. [C1163]

SOUTHERN MOTOR COMPANY specialise in the sale and purchase also maintenance of Rolls-Royce cars and used; we have a few models in stock.—London, N.R. 1, Gatwick Airport. Tel. Crawley 4370.

1957 (July) Rolls-Royce Silver Cloud saloon, shell grey cellulose, red leather upholstery, power-assisted steering, 11,500 miles; £4,650.—Rippon, Bedfordshire, Huddersfield, Bradford, Leeds and Sheffield. [C1310]

1935 Mann Egerton owner-driver, with large boot, in beautiful condition throughout, first-class tyres and original tools; £445.—Automo, Ltd., 3430, West End Lane, Hampstead, N.W.6. Hampstead 3430. [C1150]

WALTER SCOTT, Ltd.—1937 Rolls-Royce 25/30. Thrupp swept limousine, black front leather, rear cloth, full width face forwards, guaranteed 58,800 miles; only £450.—39, College Cresc., N.W.3. (Swiss Cottage Tube) Pte. 4466. [C4005]

1932 20/25 Thrupp and Maberly sports saloon with sliding head and front, grey cloth, a perfectly maintained survivor with full mechanical history, mascot, tools, heater, genuine, reason for sale; £325 o.n.o.—Berry, 4, Falcon Rd., Bingley. Tel. 4376. [4889]

A unique opportunity to purchase a genuine 27,000-mile 1928 Rolls-Royce cabriolet, body by Barker, this model being as fine as new car, everything original, one tasteful lady owner since new must be seen to be appreciated; £695.—Estates Cars, Ltd., 441, Upper Richmond Rd., West, East Sheen, S.W.14. Prospect 7648. [5180]

Rolls-Royce Cars Wanted

CASS'S MOTOR MART require good Rolls-Royces—5, Warren St., W.1. Eus. 4110 3423. [W1040]

OWLAND SMITH, the Rolls-Royce buyers; highest cash prices.—Hampstead High St., N.W.3. Hampstead 6041. [C1408]

XXX Excellent cash price offered for good Rolls-Royce—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

60 o.n.o. wanted 1954 to 1958, for outright cash purchase—Hutton Motors, Ltd., Rover Dealers, 71, Broad St., Birmingham. Midland 2437. [W2097]

ROVER 60

WARWICK WRIGHT Ltd., offer:-

1956 Rover 60 saloon, black, blue upholstery, 60,000 miles, £925.—**WARWICK WRIGHT**, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050.

1955 Rover 60, dove grey-red; £815.—Gordon Lovett, Ltd., 45, The Mall, Ealing, W.5. Ealing 4727. [5151]

1957 series 60 Rover, 17,000 miles, overdrive, heater, wireless, bucket seats, grey and red interior, beautiful condition; £1,075; terms, exchanges, H. A. LTD., 258-260, London Rd., Croydon C447, 9 to 6.30. [C1031]

Rover 60 Wanted

BUTONS want low-mileage Rover 60.—34, Beckenham Rd., Beckenham 9201. [W1104]

ALMOST new Rover required immediately.—Morley 8885. [C1411]

OWLAND SMITH, the Rover 60 buyers; highest cash prices.—Hampstead High St., N.W.3. Hampstead 6041. [C1408]

XXX Excellent cash price offered for good Rover 60.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

60 o.n.o. wanted 1954 to 1958, for outright cash purchase for any model of new 1959 Rover.—Hutton Motors, Ltd., Rover Dealers, 71, Broad St., Birmingham. Midland 2437. [W2097]

ROVER 75

HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. [0466/R]

LEX

WEMBLEY COURT MOTORS.

'56 Rover 75, green; £935.

FOUR months' warranty.

LEX GARAGES, Ltd., High Rd., Wembley, Middx. [14861]

REG TIMMIS offers:-

1953 Rover 75 saloon de luxe, radio, heater, blue motor car; £625.—**HIRE** purchase, part exchanges.—16, North St., Leigh-on-Buzzard. Tel. 2561 2564-5. [C1411]

WARWICK WRIGHT, Ltd., offer:-

1949 Rover 75 saloon, black, radio and heater; £350. [C1411]

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C1417]

CLARKE & SIMPSON, Ltd., offer:-

1954 model Rover 75 saloon, green, green leather. One owner supplied new, always serviced by us, guaranteed out; £745.—9, Sloane Sq., S.W.1. Sloane 0436. [C1048]

R. S. MEAD (SALES), Ltd., offer:-

1957 Rover 75 saloon, one owner, duo grey, red, 19,000 miles only; excellent condition; £1,025.—42, Queen St., Maidenhead. Tel. Maidenhead 3441-2. [C3011]

SILVERTHORNE MOTORS, Ltd., offer:-

1951 Rover 75, one owner since new, small mileage, black, grey leather, full Rover warranty; bargain; £525.—11, Fitzroy Sq., W.1. Euston 7611. [C4011]

1953 Rover 75 ('54 model), duo grey-red; £725. [C1411]

1954 Rover 75, green; £775.—Gordon Lovett, Ltd., 45, The Mall, Ealing, W.5. Ealing 4727. [5132]

1954 Rover 75, light grey, red, radio fitted; £750. [C1411]

1953 Rover 75, black/grey; £615.

ALL these one-owner cars have been regularly serviced by us, all traded in against supply of new Rovers, all guaranteed as class A1.—Harris Mayes & Company, Watford 24026. [4220]

1951 Rover 75 saloon, green, H.M.V. radio; £475.—OAKTHORPE MOTOR CO., Ltd., North Circular Rd., Palmers Green, Pal. 0223. [S126]

1955 Rover 75, one owner, 25,000 miles only, as new; £525.—Below.

1950 Rover 75, 36,000 miles only, one owner, black/red hide; £475.—Barnes, 315, Finchley Rd., N.W.3. Ham 2221. [C1142]

1956 (Jan.) Rover 75 saloon, grey, moderate mileage, one owner; £910.

GEOERGE NEWMAN (BRIGHTON) LTD., 369, Euston Rd., London, N.W.1. Euston 4466. [C1031]

ROVER 75, 1953 model, green/green, radio, etc., excellent condition; £585.—Oxford 0041. [C4567]

£425—Rover 75 1950 saloon, blue.—Northwood Hills Motor Co., Northwood 3271. [C1466]

575 gns.—Rover 75 1954 P4 de luxe saloon, radio, heater, excellent condition; written guarantee, exchanges.—Rowland Smith.—Below.

475 gns.—Rover 75 1949 P3 saloon, sliding head, leather, radio, Ace Rimbrellishers, carefully used; written guarantee; choice of 5 terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6040. [C4010]

1958 (Oct.) Rover 75, 400 miles only, de luxe model, duo tone, genuine reason for sale; £1,365.

1955 Rover 75, radio, heater, low mileage, brand new condition, unmarked; £875.—Forrest Motors, Ltd., 142, Finchley Rd., N.W.3 (opposite Finchley Rd. Tube Station). Hampstead 5661. [C3111]

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. [0467/R]

GUY SALMON AUTOMOBILES offer:-

1957 (series) Rover 60 saloon, 22,000 miles, radio, immaculate condition; £1,035.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2. [C4001]

1954 Rover 60, dove grey with blue hide upholstering; brakes, springs, shocks, all bills, maintenance records available, roof brand new; offers?—49, College Ride, Camberley, Surrey. Tel. Camberley 1584. [5025]

ROVER 60, 12, 14, 16, 20 Wanted

OWLAND SMITH, the Rover 10, 12, 14, 16, 20 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [W4018]

ROVER 60

HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. [0467/R]

GUY SALMON AUTOMOBILES offer:-

1957 (series) Rover 60 saloon, 22,000 miles, radio, immaculate condition; £1,035.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2. [C4001]

1954 Rover 60, dove grey with blue hide upholstering; brakes, springs, shocks, all bills, maintenance records available, roof brand new; offers?—49, College Ride, Camberley, Surrey. Tel. Camberley 1584. [5025]

1955 Rover 60, 33,000 miles, one owner, carefully

serviced; written guarantee; choice of 5 terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6040. [C4010]

1956 (Oct.) Rover 60, 30,000 miles, one owner, carefully

serviced; written guarantee; choice of 5 terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6040. [C4010]

1957 (series) Rover 60, 30,000 miles, one owner, carefully

serviced; written guarantee; choice of 5 terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6040. [C4010]

1958 (Oct.) Rover 60, 30,000 miles, one owner, carefully

serviced; written guarantee; choice of 5 terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6040. [C4010]

1959 (series) Rover 60, 30,000 miles, one owner, carefully

serviced; written guarantee; choice of 5 terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6040. [C4010]

1960 (series) Rover 60, 30,000 miles, one owner, carefully

serviced; written guarantee; choice of 5 terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6040. [C4010]

1961 (series) Rover 60, 30,000 miles, one owner, carefully

serviced; written guarantee; choice of 5 terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6040. [C4010]

1962 (series) Rover 60, 30,000 miles, one owner, carefully

serviced; written guarantee; choice of 5 terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6040. [C4010]

1963 (series) Rover 60, 30,000 miles, one owner, carefully

serviced; written guarantee; choice of 5 terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6040. [C4010]

1964 (series) Rover 60, 30,000 miles, one owner, carefully

serviced; written guarantee; choice of 5 terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6040. [C4010]

1965 (series) Rover 60, 30,000 miles, one owner, carefully

serviced; written guarantee; choice of 5 terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6040. [C4010]

1966 (series) Rover 60, 30,000 miles, one owner, carefully

serviced; written guarantee; choice of 5 terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6040. [C4010]

1967 (series) Rover 60, 30,000 miles, one owner, carefully

serviced; written guarantee; choice of 5 terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6040. [C4010]

1968 (series) Rover 60, 30,000 miles, one owner, carefully

serviced; written guarantee; choice of 5 terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6040. [C4010]

1969 (series) Rover 60, 30,000 miles, one owner, carefully

serviced; written guarantee; choice of 5 terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6040. [C4010]

1970 (series) Rover 60, 30,000 miles, one owner, carefully

serviced; written guarantee; choice of 5 terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6040. [C4010]

1971 (series) Rover 60, 30,000 miles, one owner, carefully

serviced; written guarantee; choice of 5 terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6040. [C4010]

1972 (series) Rover 60, 30,000 miles, one owner, carefully

serviced; written guarantee; choice of 5 terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6040. [C4010]

1973 (series) Rover 60, 30,000 miles, one owner, carefully

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 75

1953 series Rover 75 saloon, in beige, excellent condition; £595.—Cattermoles (Garage) Ltd., 79, Pentonville Rd., N.L. Terminus 1001. [C1180]

1952 Rover 75, green, radio, free wheel, 43,000 miles, superb condition; £550.—Mitcham 2976/7208.

CASS'S MOTOR MART.—1953 Rover 75 saloon, 17,000 miles, radio & heater, 35,000 miles; £595.—5, Warms St. W.I. Euston 4110. [C1040]

1949 Rover 75, excellent condition throughout.—Overall Garages Ltd., Staines Rd., Staines. Tel. Ashford 5744. [C1460]

AZ MOTORS offer superlative 1948-9 75 sports saloon, exceedingly well kept; £375!—Palmerston Rd., N.W.5. Mai. 4723. [C1011]

TOM ALLERY AUTOMOBILES.—1955 Rover 75, low mileage, one owner, immaculate car; £795.—68, Hill Rd., Wimbledon 3848. [C1151]

1952 (July) Rover 75 saloon de luxe, black/red leather, heater, spot light, excellently maintained regardless of cost, moderate mileage & guaranteed; £550.—
ALWOOD GARAGE. Altwood Rd., Maidenhead, Tel. Littlewick Green 70; evening and week-ends. Littlewick Green 3076. [C1107]

1954 model Rover 75 saloon, with centre gear change, heater, screen washer, new battery, excellent tyres and general all round condition, a most genuine car for quick sale at £665.—56, Bloxham Rd., Banbury. [C4469]

£395.—Rover 75, 1948 9 d.i. most magnificently example, practically unmarked, extra careful owner, heater, sun roof, free wheel, spots, discs, excellent tyres, beautifully maintained; A.A. or R.A.C. exams welcomed: exchanges, h.p.—Bennimotors, 1, Clarendon Rd., W.11 (50 yds. Holland Park Tube). [C1017]

Rover 75 Wanted

ROVER 75 or 90, cash.—Arnold 7183. [C1543]

ALMOST new Rover required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8825. [W3016]

ROWLAND SMITH. the Rover 75 buyers: highest cash prices.—Hampstead High St., N.W.3. [W4018]

XXX Excellent cash price offered for good Rover 75.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

ROVER 90

HENLYS. Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. [0470/R]

BENTALLS. Ltd.

1954 Rover 90, black with red leather upholstery, radio, 38,000 miles; £765.—Kingston-on-Thames, Kingston 1001. [C1093]

SIDNEY MARCUS. Ltd.

ROVER 90 1956, one owner, beautifully kept, genuine R mileage 15,000, duo-colour; £1,050.—33, Sloane St., S.W.1. Belgrave 3721. [C3006]

H. A. SAUNDERS. Ltd.

1954 Rover 90 saloon, duo-green, green upholstery, recorded mileage 30,891, heater, spot lamp; £795.—[C4092]

H. A. SAUNDERS. Ltd., offer:—

1955 Rover 90 saloon, fitted heater, finished in black with faint interior, very low mileage, absolutely unmarked; £895.—JAMES SPENCER, Ltd., Broadway, Bexleyheath, Kent. Tel. 4265 4209. [C1434]

H. BEART & Co. Ltd., offer:—

1955 model Rover 90 saloon, duo-grey, fitted radio, superb order throughout; £645.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. [C1081]

GEORGE HARTWELL Ltd., offer:—

ROVER 90 1956, grey, one owner, in specimen condition; £995.—35-41, Holdenhurst Rd., Bournemouth. Tel. 4181. [C2029]

WARRICK WRIGHT Ltd., offer:—

1956 Rover 90 saloon, green, green up-holstery, radio and heater, 29,000 miles; £1,025. [C4025]

1956 Rover 90 saloon, black, red upholstery, heater, 16,000 miles; £995.—[C4025]

WARRICK WRIGHT Ltd., Lord's Court, St. John's Wood Rd., London, N.W.3. Cunningham 6050. [C1317]

ELMBRIDGE MOTORS, Ltd., offer:—

1957 Rover 90, one owner, 17,000 miles, overdrive, radio, as new; £1,195. [C4081]

1955 (June) Rover 90, one owner, very low mileage, immaculate throughout; £885.—Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081]

CUY SALMON AUTOMOBILES offer:—

1957 (series) Rover 90 saloon, bucket seats and overdrive, 29,000 miles, impeccably maintained; £1,100; another 16,000 miles at £1,175. [C4081]

1956 June Rover 90 saloon, overdrive, bucket seats, radio, black, 25,000 miles, only one owner, excellently maintained; £1,025. [C4081]

1955 (series) Rover 90 saloon, black/tan and grey/red sides, 23,000 miles, radio; £895.—[C4001]

1955 Rover 90 saloon, black/blue hide, immaculate condition; £835.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

SILVERTHORNE MOTORS, Ltd., offer:—

1957 Rover 90, overdrive, bucket seats, black tan leather, small mileage, one owner, as brand new; £1,150.—11, Fitzroy Sq., W.1. Euston 7811. [C4011]

ROVER 90

HENLYS offer with 4 months' guarantee:

1955 Rover 90 saloon, one owner, black with brown interior; £865. [C1181]

HENLYS (Euston), Finchley Corner, North Circular Rd., N.W.11. Tel. Finchley 0081 9782. [C1181]

1955 (July) Rover 90 saloon, one owner, 30,000 miles; £875. [C1181]

GEORGE NEWMAN & Company, 369, Euston Rd., London, N.W.1. Euston 4466. [C3033]

1956 90 in grey with blue leather, fitted link mats

MOTORS, Ltd., Widmore Rd., Bromley 4996

Riversbourne 3456. [C1181]

KJ (AUGUST), green, one owner, overdrive, immaculate; £1,057.—Bishop's Stortford 2266. [C1181]

1956 (August), green, one owner, overdrive, immaculate; £1,057.—Bishop's Stortford 2266. [C1181]

1957 Rover 90, radio, 15,000 miles, one owner, from new, fitted radio and heater, immaculate; £1,057. [C1181]

BOLTON OF LEEDS, Ltd., 120, Albion St., Leeds, 1. Tel. Leedes 36036. [C1181]

1955 Rover 90 saloon, grey/red leather, 27,000 miles, immaculate; £895.—Dobsons, Ltd., Rover Agents, Staines 301. [C1074]

1955 Rover 90, radio, in outstanding condition throughout; £825.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1212]

1955 (Nov.) Rover 90, radio, two owners since 1955; £825.—Farnham Motor Co., Co. Downing St., Farnham 4873. [C1210]

1954 Rover 90, 22,000 miles, immaculate condition. The Cricklewood Automobile Co., Shoot-up Hill, N.W.2. Gladstone 4803. [C1179]

1958 Rover 90, red upholstered, 14,000 miles (no overdrive); £1,250.—L. F. Dove, Ltd., Woking. Tel. 1282. [T9158]

£1085—Rover 90 1956 black saloon, with overdrive and radio, one owner, 16,000 miles only.—Northwood Hills Motor Co., Northwood 3272. [C3466]

1956 Rover 90 saloon, radio, unquestionable condition; exchanges, etc.—Wessex Motors, St. Cross Rd., Winchester. Tel. 5555. Mr. Ingolby. [C1087]

1956 (May) Rover 90 saloon, grey with red upholstered seats.—Page Motors, Epsom, Ltd., Epsom 9991. [C1317]

1954 (September) Rover 90 saloon, black, red interior, wing mirrors, spot, lamp, heater; £625.—Victoria Motors, 32, Long Millgate, opposite Victoria Station, Manchester 3. Blackfriars 1549. [S176]

1954 Rover 90 saloon, radio, loose covers, overseats.—Page Motors, Epsom, Ltd., Epsom 9991. [C1317]

1954 Rover 90 saloon, radio, loose covers, overseats.—Page Motors, Epsom, Ltd., Epsom 9991. [C13092]

1955 (Sept.) Rover 90 grey with grey leather, front seat cover, 23,000 miles, carefully driven and maintained; £900.—Hales, 133, Old Chester Rd., Castle Bromwich, Birmingham. Cas. 2069. [C5046]

HATTON, BIRMINGHAM.—1958 model 90, special duo-tone finish, black and grey, brown leather, one owner, low mileage; exchanges, terms, distance no object.—Hatton Motors, Ltd., Rover Dealers, 71, Broad St., Birmingham, Midland 2437. [C2097]

Rover 90 Wanted

ALMOST new Rover required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8825. [W3016]

ROWLAND SMITH'S. the Rover buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

NEARLY new or small mileage Rover 60, 75, 90 and 105 wanted.—Green & Zonis, 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028]

ROVER 105

HENLYS offer with 4 months' guarantee:—

1957 Rover 105S saloon, one owner, green with brown interior; £1,320. [C1181]

HENLYS (Ltd.), Parkway, Regent's Park, N.W.1. Tel. Gulliver 5721. [C1181]

GORDON & GLYNN. Jaguar specialists, offer:—

1958 (May) Rover 105S saloon de luxe, with H.M.V. radio, heater, overdrive, front washers, rear washers, trimmings, etc., spare unused, tools unwrapped, 7,000 miles only with one careful owner, full history available, absolutely as new and offered at a saving of over £200 on delivery price £1,485.—Gordon & Glynn, 79, Cadogan Lane, Sloane St., S.W.1. Sloane 8326. [C2075]

1957 Rover 105S, sage green, with green leather interior; £1,195. [C1181]

M. J. HUGHES, Ltd., 19, The Highway, Beaconsfield. Tel. 644. [C1181]

1957 Rover 105R de luxe, black with red interior, perfect throughout; £1,225. [C1181]

CLARKE & LAMBERT, Ltd., Trinity Place Garage, Eastbourne. Tel. 4660. Open till midnight. [C1181]

1958 series Rover 105S, black, mileage 10,590, radio; £1,375. [C1181]

OAKTHORPE MOTOR CO., Ltd., North Circular Rd., Palmers Green, Pal. 0202. [C1181]

1957 Rover 105S, green and blue, radio, 15,000 miles, £1,200.—Farmers' Farm Motor Co., Ltd., Downing St., Farnham. Tel. 4873/4. [C2110]

1958 Series Rover 105S, duo grey/red, mint condition; £1,435.—Odeon Motors, Ltd., Bar. 1144. [C3028]

£1385—1958 (registered) 105S, pale beige, red leather, absolutely immaculate example, one owner, small saloon taken as part payment.—Bradshaw, North Moor Farm Cottage, Halsall, near Ormskirk (Lancs). Ham. 289. [C1501]

HATTON, BIRMINGHAM.—105S, 1958 model, grey, low mileage; also one only brand new 1959 105S, blue, blue leather; exchanges, terms.—Hatton Motors, Ltd., Rover Dealers, 71, Broad St., Birmingham, Midland. Midland 2437. [C2097]

Rover 60, 75, 90 and 105 Wanted

ALMOST new Rover required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8825. [W3016]

ROWLAND SMITH'S. the Rover buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

NEARLY new or small mileage Rover 60, 75, 90 and 105 wanted.—Green & Zonis, 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028]

LAND-ROVER

EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-5. [C1095/R]

HENLYS offer with 4 months' guarantee:—

1956 Land-Rover standard model, green with green interior; £495. [C1181]

HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston Station). Euston 1966. [C1524]

LAND-ROVER—December 1957, 9,000 miles, new condition, many extras, spare unused.—General Warehouses, Quarry Lane, Chichester. Bosham 3287. [C4068]

SOUTHAMPTON—Land-Rover distribution specialists, used selection always available.—South Western Garage Tel. 22313. [C4028/R]

1957 Land-Rover 88, grey, with canvas tilt, 10,000 miles, fully supplied and maintained by us, spare unused; £525. [C2001]

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094]

£340.—Land-Rover hardtop, 1955, one very careful owner, terms, exchanges.—Searle, Ltd., Thames St., Subury 3014, evenings Chertsey 2389. [C1414]

1958 88, 5,000 miles, road use only; also 1959 Series II 2½-litre, with hard top, heater, etc.; exchanges, terms.—Hatton Motors, Ltd., Land-Rover Dealers, 71, Broad St., Birmingham. Midland 2437. [C2097]

LAND-ROVER station wagon, 88in wheel base, new condition, fitted with heater, etc.; used as a car and never been in 4-wheel drive; £625.—Champ Bempton, Wilmslow Rd., Handforth, Cheshire. Tel. Gatley 5882. [C1094]

LAND-ROVERS—Harvey Hudson, Ltd., the nation-wide Land-Rover specialists, offer immediate delivery from stock all models of series II Land-Rovers; selection of used Land-Rovers with 6 months' guarantee; exchanges welcomed; h.p. terms to suit you; write for details; also Land-Rovers available for cash in exchange for any other make of vehicle.—South Woodford, London E.18. Wanstead 6644. [C2039]

ESTERN AUTOMOBILES, Ltd., offer immediate delivery of all types of series II Land-Rovers from their large comprehensive stock; guaranteed used Land-Rovers also always in stock; sales backed by full comprehensive stores and service in London and Hertfordshire; demonstration vehicles always available.

Tel. Chelmsford 3191 (London Rd.), Chelmsford, main depot; Leigh-on-Sea 71271-2 (1163-7, London Rd., Leigh-on-Sea); or Bishops Stortford 2266-7 (123, South St., Bishops Stortford).

Land-Rover Cars Wanted

WANTED, long wheelbase Land-Rover, in excellent condition.—Speedwell 9891. [C1310]

PRIVATE buyer requires low-mileage diesel Land-Rover or station wagon for cash.—Basil Flower, Wombwell, Yorkshire. [C4894]

ROWLAND SMITH'S, the Land-Rover buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

1948 to 1958 Land-Rovers, all models wanted for cash or in part exchange for new and used Land-Rovers and station wagons.—Hatton Motors, Ltd., Land-Rover Dealers, 71, Broad St., Birmingham, Midland 2437. [C2097]

SILVERTHORNE MOTORS, Ltd., offer:—

1958 Rover 105S, Rush green, green interior, 5,000 miles, absolutely as new; £1,475.-4. [C13051]

Brick St., Park Lane, London, W.1. Grosvenor 4772/3

1958 105S, grey, red leather, many extras, small mileage as brand new, bargain; £1,375.-11. [C4011]

Fitzroy Sq., W.1. Euston 7811.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER MISCELLANEOUS

HENLYS, Ltd. ENGLAND'S largest Rover distributors.
EEVONSHEIRE House, Piccadilly, W.1. (Hyde Park 9151).
ALWAYS a large selection of Rovers to choose from.
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).
MANCHESTER (Blackfriars 7843).
HOUNSLAW (Hounslow 3545).
FINCHLEY (Finchley 081).
NORTH FINCHLEY (Hillside 6666).
PARKWAY, Regent's Park, N.W.1. (Gulliver 5721).
CAMDEN TOWN Service Station. (Gulliver 4141).
THE ROVER CENTRE. (1029/R)

1958 Rover 90, 11,000 miles, one owner, green; £1.295.
1956 Rover 90, low mileage, one owner, overdrive, sunshine roof, 2-tone; £995.
1956 Rover 90, low mileage, one owner, blue; £975.
1954 Rover 90, one owner, many extras, ivory; £745.
1953 Rover 75, black; £595.
1947 Rover 12, extras, immaculate; £295.
1947 Rover 16 sports saloon; £285.
1948 Rover 75, radio, heater, choice of 2; £375.
1938 Rover 12, immaculate; £125.

AUTO SERVICES (CHELSEA), Ltd., 107, Kings Rd., Chelsea, S.W.3. Flaxman 7638. (C1183)

CAMDEN MOTORS for the finest selection of high-class used Rovers in the whole country; see selection of new cars.

ROVER 60 saloon 1954, entirely original, very carefully and gently driven by elderly considerate owner; £645.

ROVER 75 saloon 1954, 2-tone grey with grey upholstery, many extras. Rover overhaul less than 12 months ago; £745.

ROVER 75 saloon late 1953, one owner, black, tan hide, radio and heater, flawless specimen; £695.

ROVER 75 saloon 1950, a previous owner, second owner since 1952, this gentleman, well known to us, has maintained the car to perfection, recently fitted new tyres, new battery and overhauled engine; £695.

ROVER 14 saloon 1954, reconditioned by us, quite immaculate, with spotless interior; a quality motor car for only £295.

ROVER 90 de luxe saloon 1956, one private owner, maintenance charts from main Rover distributors available, a perfect specimen bodily and mechanically; £945.

ROVER 90 saloon 1954, finished in dark green with matching hide, beautiful specimen; £695.

ROVER 75 saloon 1950, a previous owner, second owner since 1952, this gentleman, well known to us, has maintained the car to perfection, recently fitted new tyres, new battery and overhauled engine; £695.

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ROVER 14 saloon 1954, reconditioned by us, quite immaculate, with spotless interior; a quality motor car for only £295.

SIMCA

ATHONY CROOK, Simca distributor, all new models, including Vedette and Océane drop heads on view; choice of 12 used Simcas—for instance, 1958 Montlhéry, 5,000 miles, numerous extras; £915.—Exterior (Tel. 4580) and Hersham (Tel. Walton-on-Thames 687), Surrey.

1956 Simca Elysee; £595.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mortlake 5228. (C111)

1956 Simca Aronde, 1.3 litre, Flash engine, one private owner, R.A.C. exam.; £525.—11, Perrymead, Prestwich, Manchester. Tel. Prestwich 2057.

SHUBRIDGE GARAGES, Upper Church Rd., Weston-super-Mare. Tel. 1080. Simca distributor for Bristol and West Country; new and used Simca service and spares.

SIMCA Aronde, September 1955, grey, heater, w/washers, Ace Rimbellifers, excellent tyres, chromium, co-work, specialist tuned, 21,500m; £525; any test examination.—Write, call evenings, W. Pratt, 3, Lindore Rd., London, S.W.11. (5036)

SIMCA

JACK ROSE, Ltd., offer 1958 Simca Montelier sports saloon, in ivory and blue hide, as brand new, approximately 6,000 miles, most attractive and fast; accept £795.—Staford Rd., Wallington, Surrey. (C3056)

SPACIAL offer: all used Simcas purchased before 31st January, 1959, from Huxford & Son, Ltd., will be taxed to the end of the year free of charge; send for detailed list.—Huxford & Son, Ltd., West St., Portchester, Hants. Cosham 70222-3. Simca distributor (2127)

Simeca Cars Wanted
1955 and later models urgently wanted.—35, Kinnerton St., S.W.1. Belgrave 3711. (W3045)

ROWLAND SMITH'S, the Simca buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

SINGER

BENTALLS, Ltd. 1957 Singer Gazelle, 2-tone blue with red upholstery, 7,000 miles; £745.—Kingston-on-Thames. Kingston 1001. (C1093)

RHARDY & SON, offer:—

1957 Singer Gazelle, 2-tone blue with red upholstery, 9,000 miles; £745.—Kingston-on-Thames. Kingston 1001. (C1093)

1957 Singer Gazelle convertible, duo colours, 8,000 miles, fitted heater; £775.—52-55, Marybone High St., W.1. Hunter 0942. (5065)

WARWICK WRIGHT, Ltd., offer:—

1957 (December) Singer Gazelle Series II overdrive saloon, 2-tone green, red upholstery, heater, 9,000 miles; £795.

1956 Singer Gazelle convertible, red and black, 2-tone upholstery, heater, 13,000 miles; £775.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.3. Cunningham 6050. (C4137)

HENLYS offer with 4 months' guarantee:—

1957 model Singer Gazelle saloon, radio, blue and black, with red interior; £745.

HENLYS, Ltd., 950, 964, High Rd., North Finchley, N.12. Hillside 6666. (5110)

1958 (June) Singer Gazelle estate car, 7,000 miles; £895.

GEORGE NEWMAN & Company, 369, Euston Rd., London, N.W.1. Euston 4466. (C3033)

14000 miles, 1953 Singer SM1500, metallic grey, red upholstery, heater, genuine and exceptional car in every way; £425.

HARTLEY & MIDDLETON, Ltd., Preston Rd., Brighton. Tel. Brighton 32255. Open until 7.

BUNTINGS MOTOR EXCHANGE for new and used Singer cars.—Buntings Lane, Harrow. Tel. 62256. (0048/R)

1956 Hunter, floor gear change, heater, any trial, H.R.D. exchange; £475.—33-5, Cheetah Hill Rd., Manchester. Blackfriars 5918. (T9149)

1957 (model) Singer Gazelle saloon, radio, one term; £745.—Kingsway 4912. (4912)

1955 Singer Hunter, met blue, low mileage, exceptionally clean appearance and condition as new; £455; terms and part exchange.

EIGHTON CARS, Ltd., Hartwell Grove, Leighton Buzzard 2179. (5006)

1957 Singer Gazelle 2-tone grey, one owner, small mileage, as new; £675.—Hewitts Garage, Ltd., High St., Amblecote. Stourbridge. Tel. 2297.

1955 Singer Hunter, met blue, low mileage, exceptionally clean appearance and condition as new; £455; terms and part exchange.

EIGHTON CARS, Ltd., Hartwell Grove, Leighton Buzzard 2179. (5006)

1957 Singer Gazelle 2-tone grey, one owner, small mileage, as new; £675.—Hewitts Garage, Ltd., High St., Amblecote. Stourbridge. Tel. 2297.

1949 (Dec. '48) Singer 12 de luxe saloon, first-class order and appearance; positively 1955 condition; £265; terms, exchanges considered.—Corner Garage, Gorton St., Blackpool. Tel. 26838. (C2083)

£779—Singer Gazelle convertible, 1957, guaranteed 8,000 miles only, virtually a new car, 2-tone ivory and red, terms and exchange, 10% deposit, balance up to 5 years—Valentine 4674.

Singer Cars Wanted

GAZELLE saloon, 1957, considered estate car; £81. Alresford Rd., Winchester. (W4087)

REASONABLY priced Singer Hunter (or similar saloon) in good condition required.—Box 1538, 15012 Hillside 5138.

SOUTHAMPTON—Rover distributor specialises.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

GOLD SEAL CAR COMPANY.

SOUTH LONDON'S leading car specialists.

- £835**—M.G. A F.H.C., black, radio, heater, covers, luggage rack, spot lights, washers, etc. ex-tyres, 1958.
£795—M.G. A sports, ivory, heater, luggage rack, 9,000 miles, 1958, as new.
£675—M.G. A sports, emerald green, radio, heater, luggage rack, spot lights, etc., perfect cond., 1956.
£575—Triumph TR2 1955, o-drive, radio, heater, crimson, perfect specimen, another at £550.
£565—Austin-Healey 100/4 BN1, black/red, 1954, perfect condition throughout; another at £550.
£565—Triumph TR2 1955, ivory, exceptional condition.
£525—M.G. TF, black, 1954, very clean and mechanically sound.
£475—Fraser-Nash BMW type 328, ex. works car, 1959, one of the best in the country.
£465—Sunbeam Talbot 90 d head coupe, re-sprayed ivory, heater, spots, p.v.c. hood, 1952; a beautiful vehicle.
£345—Triumph Roadster 1800; an exceptionally good example, 1948.
£345—Riley 1½-litre sports saloon 1949, Tickford sun-roof, original bodywork.
£270—Singer 9hp 4-seater sports 1951, red.
£270—SS 100 Jaguar 1938, black, excel. condition.
£245—M.G. TA 1938, pale blue.
£225—GOOD sports cars wanted for cash.

HIRE purchase as low as 1/5th deposit; special low insurance rates available; motor cycles taken in part exchange.
 OPEN week-days 10 a.m. to 10 p.m. Sundays 10 a.m. 5 p.m. (for inspection)—Corner Harts Lane and New Cross Road, S.E.14, 2 minutes from New Cross Gate Underground station. Tel. New Cross 7345. [C2146]

ROWLAND SMITH'S for sports cars.

- 995** gns.—Frazer Nash 1950 Mille Miglia, Michelin X, touring tune, 120mph, unmarked.
695 gns.—Austin-Healey 100 1956 BN2 hard top, overdrive, radio, heater, hood and tonneau.
645 gns.—Austin-Healey Sprite 1 November 1958, fully equipped, genuine 200 miles only.
625 gns.—Austin-Healey 100 1955, ice blue, overdrive, heater, PVC hood and tonneau.
595 gns.—Austin-Healey 100 1954, Le Mans mods., heater, screenwash, Dunlop racing tyres.
575 gns.—Jaguar XK120 1954, padded screenwash, heater, leather, Michelin X, one owner.
575 gns.—Triumph TR2 1955, red, heater, screenwash, PVC hood and tonneau, Michelin X.
525 gns.—Triumph TR2, September 1954, pearl white, red leather, radio, heater, screenwash.
475 gns.—M.G. Midget 1951 2-seater, reconditioned engine, new hood, luggage carrier, Connaught 1952 2-seater, dry sump, twin carbs, 4-branch exhaust, specimen.
425 gns.—Alvis 1952 3-litre roadster, heater, screenwashers, PVC hood, outstanding example.
365 gns.—M.G. Midget 1951 2-seater, ivory, green leather, carefully used.
365 gns.—Frisky Sport April 1954 convertible, one owner, negligible mileage, spare unused.
365 gns.—Nash Rambler 1951 r.h.d. convertible, overdrive, power hood, whitewall tyres.
295 gns.—Austin 1951 4-seater, black, hood, coupe, black leather, one owner, unmarked.
295 gns.—Singer 9 1951 4AB 2/4-seater roadster, red, i.f.s., 4-speed box, Lucas passlight.
295 gns.—M.G. Midget 1948 TC 2-seater, red, fawn leather, unequalled value.
195 gns.—Allard 1946 convertible, choice of 2.
175 gns.—M.G. Midget 1936 PA 2-seater, black, green leather, new hood, Brooklands steering wheel, written guarantee over £500; terms, extra £25; list; open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

EAGLE MOTORS (NORWOOD), Ltd.

- SOUTH LONDON'S Leading Sports Car Specialists, 1, Crown Point, Norwood, S.E.19 (137 bus passes down 68 bus nearby).
£895—1955 XK140 drop head, ivory, low mileage, radio and heater, overdrive, an absolutely immaculate example.
£585—1955 MG TD, red, one owner, overdrive, Xs, screenwashers, an immaculate car.
£535—1954 TR2, red, a perfect motor car.
£485—1953 (September) TD2, this must be one of the last built, twin sports, luggage rack, blinkers, new tyres, new hood, new side screens, a perfect example.
£435—1951 M.G. TD, green, washers, heater, luggage rack, Michelin X tyres, very beautiful motor car.
£235—1947 M.G. TC, red, new hood and side screens, good tyres, spare new, luggage rack, wipers, an excellent example.
£365—Triumph Roadster, black, red upholstery, this must be one of the finest examples in existence.
£40—1930 M.G. M-type 2-seater, good weather equipment.
 HIRE purchase as low as one-fifth deposit; low insurance rates obtainable at time of sale.
 SPORTS cars urgently required, especially late type models.—Eagle Motors, Gypsy Hill 6513/6079. [C2140]

PERFORMANCE CARS unique selection (198 cars) see our full page next week. [C2041]

LOTUS Mk. XI cubman competition 2-seater, 1.1 litre, full modifications, British racing green, beautiful condition, specimen, ready to race. £625; terms.—Bayhill Cars, 97, St. George's Place, Cheltenham, 54914. [S015]

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

TUNING repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.15. River-side 6291. [T755/R]

STANDARD 8

A1 at Brown's.
1957 (April) Standard 8 Standrive saloon, fawn, red interior, carefully used and in immaculate condition throughout; £515. [C1116]

1956 (July) Standard Super 8 saloon, blue, interior to match, beautifully kept and maintained; £450. [C1116]

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

WARWICK WRIGHT, Ltd., offer:—

1957 Standard Super 8 saloon, grey, red uphol-

ster, heater, 17,000 miles; £465. [C4137]

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4137]

GUY SALMON AUTOMOBILES offer:—

1957 Standard 8 Gold Seal saloon, heater, 12,000 miles, one owner, immaculate condition; £495.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

BERKELEY SQUARE GARAGES, Ltd., offer:—

1958 Standard 8 saloon, black, heater; £495. [C4025]

BERKELEY Sq., London, W.1. Grosvenor 4343. [C4025]

1957 Standard Goldstar 8, blue, 14,000, one owner, guaranteed; £510.—Mitcham 2976/7308. [C4075]

1958 (August) Standard 8, one owner, low mileage; £570. [C4075]

Lane, Hinksey Hill, Oxford. [C4904]

1957 Standard 8 saloon, sliding head, very good condition, choice 4 Standard 8s; terms, exchanges.—Rowland Smith, below. [C4075]

415 gns.—Standard '56 saloon, 2-tone grey/black, one owner, small mileage; choice of 5 Standard 8s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1954 Standard 8 saloon, blue, heater, immaculate; £325.—R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.6. Renown 4492/6647. [C3125]

1954 Standard 8, genuine low mileage car; £325 or terms.—Kiddys Garage, Harberson Rd., London, S.W.12. Balham 2531. [C5129]

SEVERAL 1954-55 68s, choice of colour; from £345.—Walters Motors, Ltd., 356, High St., Ponders End, Enfield, Middlesex. Tel. Howard 1646 or 1951. [C5129]

1954 Standard 8 saloon, blue, heater, immaculate; £325.—R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.6. Renown 4492/6647. [C3125]

1954 Standard 8, genuine low mileage car; £325 or terms.—Kiddys Garage, Harberson Rd., London, S.W.12. Balham 2531. [C5129]

1956 Standard 8 saloon, grey, red interior, tinted glass, two-tone, mirrors, absolutely undamaged; £435.—D. S. Moss & Sons, Ltd. Watford 21671. [C5086]

1947 model Standard 8 2-door de luxe saloon, black, recon. engine, clean; £165.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

£425!!!—1956 Standard 8 saloon in silver grey with 2-tone upholstery, built-in heater, washers, Lucas spot lights, one owner since new, very carefully used, moderate mileage and in sparkling condition. [C1024]

450 other cars available, write for fully descriptive price list catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; unrestricted hire purchase terms; exchanges. [C1035]

STANDARD 8s, cars wanted; £165. [C1024]

STANDARD 8 with overdrive, radio and underseal, 7,000 miles only; £165. [C1024]

1957 Standard 8 saloon, 10 miles; £545.—Budge & Inglis Motors, Ltd. (Standard Agents), 38-52, Dudden Hill Lane, N.W.10. Willesden 4869 and 3934. [C1024]

STANDARD 8 Cars Wanted

ROWLAND SMITH'S, the Standard 8 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

STANDARD 10

CROFTON GARAGES, Ltd., offer:—

1957 Standard 10 de luxe, finished in grey, fitted head, one owner only; £425.—132, Whitechapel Rd., Bishopsgate 5393. [C1103]

BERKELEY SQUARE GARAGES, Ltd., offer:—

1958 Standard 10 saloon, green, red trim, heater; £560. [C4025]

1955 Standard Super 10, green, heater; £425. [C4025]

BERKELEY Sq., London, W.1. Grosvenor 4343. [C4025]

1957 Standard 10 Super 10 de luxe, finished in grey, heater, radio, loose covers, silver grey with red leather, nominal mileage, excellent condition throughout; £525. [C4025]

TOWN BRIDGE GARAGE, Ltd., Trowbridge, [C4065]

1956 estate car, overdrive, heater, radio, loose covers, silver grey with red leather, nominal mileage, excellent condition throughout; £525. [C4025]

VANGUARD diesels, estate 1956 and saloon 1955. [C4423]

1953 Standard Vanguard saloon, grey, radio and heater; £415. [C4137]

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

BERKELEY SQUARE GARAGES, Ltd., offer:—

1958 Vanguard saloon, green, tan leather, radio, overdrive; £550. [C4025]

1958 Vanguard saloon, grey white, radio, Borg Warner fully automatic transmission; £895. [C4025]

BERKELEY Sq., London, W.1. Grosvenor 4343. [C4025]

TOWN BRIDGE GARAGE, Ltd., Trowbridge, [C4065]

1956 estate car, overdrive, heater, radio, loose covers, silver grey with red leather, nominal mileage, excellent condition throughout; £525. [C4025]

TOWN BRIDGE GARAGE, Ltd., Trowbridge, [C4065]

1956 estate car, overdrive, radio, heater, radio, loose covers, silver grey with red leather, nominal mileage, excellent condition throughout; £525. [C4025]

V. L. LEEDS 4809 and 44771. [C4025]

1953 Standard Vanguard saloon, very well kept indeed and excellent running order; £375. [C4025]

FERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008]

1957 Phase III Vanguard, overdrive, radio, heater, 12,000 miles; £768. [C4025]

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 4441/6666. [C1036]

1955 Standard Vanguard, black, heater, ex. condition; £399.—Smiths Car Sales, 3, High Rd., Balham 7628. [C1035]

1953 Phase II Vanguard, radio, heater, a beautiful car; £399. [C4025]

E. CASEY, Willesden 4548. [C1034]

1949 Vanguard, heater, radio, magnificent, guaranteed; £250.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078]

1954 Vanguard, black/red interior, heater, screen clean; £450.—Campbell Symonds, Alperton 1515. [C1037]

1957 Phase III Vanguard saloon, beige, tan upholstery, overdrive, radio, heater, etc., in very good condition throughout; £735.—Temples, Terrace Rd., Buntingford 1549. [C1036]

!!! Estates. Choice of 3 Vanguards including several series III, all with automatic gear. Pedigree Estate Cars, 340, Euston Rd., N.W.1. Euston 7889. [C3039]

1953 Phase II Vanguard, dual tone black and red, radio, heater, spot lamps, wing mirrors. Ace Rimbellishers, excellent condition; £415.—E. L. Mendel, Ltd., 279, Finchley Rd., N.W.3. Tel. Speedwell 9951. [C1024]

1955 Standard Vanguard de luxe saloon, grey, faultless runner, spotless condition; £299.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

245 gns.—Standard Vanguard 1950 saloon, leather, radio, seat covers, very good condition; choice of 4 Vanguard terms; exchanges; list; open 9-7 weeks and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

THE Official TR Centre offer:-

1957 TR3, white, heater, tonneau; £785.**1956** TR3, one owner, blue/blue, heater; £650.—
L. F. Dove, Ltd., 44, Kingston Rd., London,
S.W.19. Tel. Liberty 3456. [C1077]**W**ARWICK WRIGHT, Ltd., offer:-**1949** Triumph Renown 2000 saloon, green, heater;
£345.**W**ARWICK WRIGHT, Ltd., 393, Edgware Rd.,
N.W.2. Gladstone 0041. [C4137]**C**ARRIERS CARS unique selection (198 cars)
see our full page next week. [C3041]**T**HE HYDE MOTOR Co. offers 1951 Triumph Re-
nour 2000; £325.—153, Edgware Rd., N.W.9.
Colindale 7898. [C1213]**1955** TR2, Michelin X, fog lamps, badge bar; £525.—
C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. Park 5751. [C3061]**£375**—1952 Renown, grey, engine just overhauled,
brakes refitted, etc.—Oxford, 67, George St.,
W.L. Wel. 6899. [C3115]**1958** TR3a, one owner, heater, only 10,000 miles,
as new, red/blue interior, guaranteed; £895.—
Campbell Smyth, Alperton 1915. [C1037]**TR3A**, 1958, blue hardtop, 3,000 miles, radio
heater, disc brakes; £950.—Morgan, 49,
Youghal Rd., Tel. Whitchurch 1400. Cardiff. [C420]**1952** Triumph Mayflower, excellent condition;
£345.—Cavendish Motors, Cavendish Rd.,
N.W.6. Willesden 0046. [C1121]**J. H. BARTLETT**—Consult us before selling or ex-
changing your TR2 or TR3.—27, Pembridge Hill,
W.11. Baywater 0523. [W1013]**1953** Triumph Mayflower saloon, green/beige, one
owner, engine rebed, radio, immaculate
order; £895.**T**RINITY CARS, Ltd., 94, North Side, Wandsworth
Common, S.W.18. Vandyke 1166. [C4054]**1952** Triumph 6-seater, partition, radio, heater,
reconditioned, engine; £425.—Fredericks
Studios, Langdon Rd., Weston-Super-Mare 4791. [C5033]**£355**—Triumph roadster, convertible in spotless
black, leather, excellent hood and tyres,
choice two other Triumph 2000 models.**£389**—Triumph Mayflower with special con-
vertible bodywork, only about 20 of these
expensive drophead coupes made, very rare example.**L**AMB'S OF WOOD GREEN (Established 1897). 100
cars in motion, written guarantee; exchanges; low
deposit terms to suit you. 421-423, High Rd., Finchley.
Finchley 6222. [C2052]**£500**—TR2, 1955, B.R.G., heater, X tyres, P.V.C.
hood, tonneau, excellent condition.—Cassidy,
12, Malette Rd., Chelmsford. Chelmsford 431011.**£395**—1949 (October) 2,000 Roadster, black; £4845
superb condition throughout.—Johnson &
Brown, 268-270, High St., Bromley. Ravensbourne
6841. [C2073]**TR3**, ex-wors cars, red with white hard top, over-
drive, wire wheels, leather upholstery, radio,
heater, screen washer, immaculate and unrepainted;
at £675. [C4137]**B**OLTON OF LEEDS, Ltd., 120, Albion St., Leeds, 1.
Tel. Leeds 35036. [C4947]**575**—Triumph TR2 late 1955 2-seater, red,
heater, screenwashers, P.V.C. hood and ton-
neau, Michelin X's, excellent condition, written guaran-
tee; terms, exchange, £750.—Hawthorn, 1000.
[C5150]**525**—Triumph TR2, September, 1954, 2-seater,
pearl white, red leather, radio, heater, screen-
washers, P.V.C. hood and tonneau, excellent condi-
tion; written guarantee; choice of 6; terms, exchanges;
list; open 9-7 week-days and Saturdays.—Row-
Smith, Hampstead (Hampstead Tube). Hampstead 6041.
[C3018]**1957** Triumph TR3 hard top, overdrive, disc
radio, heater, Michelin X's, guaranteed, all
facilities part exchanges; £735.—J. S. Morris New-
bury Rd., Andover 3672-3. [C1510]**1955** Model TR2, green, overdrive, sound mechanical
condition and attractive appearance; £650.
[C554] terms, exchanges—Northways Garage, Finchley,
Swiss Cottage, N.W.3. Primrose 1127. [C3026]**T**RIUMPH Roadster, 1949, new tyres, looks like new
and in first-class mechanical condition.—Tel. Covent Garden
2554 weekdays. [C4620]**M**AYFAIR GARAGES, Ltd.—1949 2000 Roadster,
completely mileage 27,000, probably most immaculate
specimen available, written guarantee; £1,000.
Bishopsgate Rd., W.2. Amo. 106. [C3009]**1955** TR2, engine thoroughly overhauled, reprob-
ably good tyres, absolutely 100%; £655.—Henderson,
40, West End Rd., Putney. 5895-3585. [C1027]**1955** TR2 finished in red, low mileage, in excel-
lent condition, Michelin X, tonneau cover,
good all-weather equipment, chrome luggage rack;
£625; terms; exchanges.—Rudds, 41, High St., Worth
ing 7773-4. [C4774]**£645**—TR3, 1955 (June), white, rear seat, luggage
grid, wire discs, Michelin X, heater, sliding
screens, etc., excellent throughout, exchange terms.
Brown, 126, Marsden Rd., Burnley. Tel. 4336 (even-
ings). [C4893]**A**Z MOTORS offer 1955 Mayflower saloon, one
owner, white, disc brakes, radio, heater, one owner;
£365! Also 1951 Renown saloon, £365!—Palmerston
Rd., N.W.6. Mai 4723. [C1011]**1956** (January) TR2, heater, screen washers, etc.,
a real specimen which cannot be faulted,
low mileage only, compare our price; £595; terms,
exchanges.—Catshill Garage, Catshill, Frome Grove,
Worcester. Tel. Bromsgrove 2238. [C1018]**TR3**, 1956, Italian red, black hard and soft top,
full tonneau, arm check interior, undersealed;
£160 extras, a showpiece, fastidiously maintained,
never raced or rallied; £750 o.n.o.; Saturdays only, or
write Mr. Hill, 58, Lemsford Rd., St. Albans, Herts.
14902

Triumph Cars Wanted

ROADSTER and Adjustment offered for TR2, 45,
Shirehall Park, N.W.4. Hendon 7755. [C4882]**TR2** wanted, must be low-mileage, one owner,
private, cash purchase.—Bates, 230, Lodge
Lane, Grays, Essex. [C4847]

Triumph Cars Wanted

ROWLAND SMITH'S, the Triumph buyers; highest
cash prices.—Hampstead High St., N.W.3. [C4018/R]
6041**TR3** wanted, up to £700 available, prefer hard
top.—Bristol 34682, evenings week-end. [C5026]**T**RIUMPH spares for all post-war models; largest
provincial stockists.—Hollingdrake Automobile Co.,
Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn
Bay (Tel. 3522). [C5055/R]**T**RIUMPH Spares and Service**R**OWLAND SMITH'S, the Triumph buyers; highest
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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VOLKSWAGEN

1958 (March) Volkswagen de luxe saloon, agave green, one owner, 16,000, sold by us new; £685.

THE BLACK HORSE GARAGE, Ltd., 174-176, Sheep Rd., Richmond 6441.

1957 (Sept.) Volkswagen Karmann Ghia coupe, black and red, radio, many extras; £975.—Also:

1954 Volkswagen de luxe saloon... £475; in superb condition; exchanges, deferred terms at minimum rates.—173, Westbourne Grove, W.11, Bay, 4274 New Showroom; "Truscott's Corner," Chepstow Place, Westbourne Grove, W.2, Bay, 1861.

G R A Y S OF BIRMINGHAM—1958 Volkswagen de luxe, unmarked throughout, cream, foam green with cream and green interior; £695.—Belvoir.

G R A Y S OF BIRMINGHAM—1957 Karmann Ghia

saloon, beautiful example of this superb car, unmarked scarlet black finish; £995.—188, Wellington Rd., Birmingham, 20. Birchfield 4093.

1958 VW Devon Caravette, 6,600 miles, many

1958 extras, as new, fully guaranteed; £795.—Ward & Co., 72, West Hill, S.W.15. Vandkye 7077.

CRICKLEWOOD AUTOMOBILE, Co. Come and see

the collection of Volkswagen cars on phone for details.

—63, Shoot-up Hill, N.W.2. Tel. Gladstone 4803.

C O V E N T R Y & J E P P S, Ltd., 52, Whitechapel Rd., Bristol, Jung 4006.

WALTER SCOTT, Ltd.—1954 Volkswagen de luxe

W saloon, Junga green, £450; also 1956, black, £655; both one-owner cars, excellent condition—39,

College Cres., N.W.3 (Swiss Cottage Tube), Pri. 3485.

1957 (Dec.) Volkswagen de luxe saloon, diamond

screenwashers, screen mirror; £715.—Davies Motors, Ltd., 554, London Rd., Ashford, Middx. Ashford 367.

R O S E & Y O U N G, Ltd., 1958 Volkswagen Karmann

Ghia saloon, low mileage, unmarked, finished in blue; £975.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 min. Streatham Hill Station). Tulse Hill 6464.

Volkswagen Cars Wanted

R OWLAND SMITH'S, the Volkswagen buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6641.

VOLKSWAGEN de luxe, all models wanted urgently.

G R I F F I N MOTORS (UXBRIDGE), Uxbridge, Rd., Hillingdon, Uxbridge 8331.

D C. S., the Volkswagen buyers.—Exeter Rd., N.W.2. Gladstone 7175.

A LL Volkswagen models wanted urgently.—The Hyde

7998. Motor Co., 153, The Hyde, N.W.9. Colindale

KARMANN Ghia saloon required; cash payment—81,

Alresford Rd., Winchester. W.4087.

C O L B O R N E G A R A G E, Ltd., Ripley, Surrey. Tel. Ripley 2361. All years and models.

L ATE immaculate Volkswagen wanted privately for cash.—Burke, 4, Hylands Rd., Epsom. Tel. 980.

VOLKSWAGEN wanted privately at reasonable price.—Write Roger Dawe, Caius College, Cambridge.

V & F MONACO MOTORS.—The Volkswagen buyers, 363, Fulham Rd., London, S.W.10. Tel. Flaxman 4536.

Volkswagen Spares and Service

V W MOTORS, Ltd., sole Volkswagen concessionaires genuine spares obtainable from 259, Pimlico Rd., London, E.15 (adjacent to Mortimer Station, District Line), Maryland 7661-5. Also 46-52, Lodge Rd., London, W.8. Cunningham 8000.

E UROPEAN CARS, Volkswagen distributors.

Now offer increased service facilities in their newly extended workshop.

SPECIALISED repairs on Volkswagen by factory trained mechanics.

LARGE new spare parts stores fully stocked.

129, Old Brompton Rd., S.W.7. Fremantle 7722.

M OORTOWN MOTORS, Ltd., of Leeds, for Volkswagen service and specialised repairs by factory trained staff.

M OORTOWN MOTORS, Ltd., Regent St., Leeds, M.18/94 (3 lines).

C R A S H damage panel work and painting carried out, engines overhauled by VW-trained men; spans, etc.

H. Hartnett Car Sales, Ltd., 444-6-8, Brighton Rd., South Croydon. Tel. Uplands 8620 and 5012. [0036/k]

C O L B O R N E G A R A G E, Ltd., Ripley, Surrey. Tel. Ripley 2361.—Genuine VW spares: c.o.d. postal service. Open all day Saturday for reception, spans until 12.30 p.m. Crash work a speciality.

V & F MONACO MOTORS, London's oldest specialist service repairers. Factory trained personnel, original VW equipment; spans posted c.o.d.; reconditioned engines, all V.W. accessories.—6, Astwood Mews, Courtfield Rd. (near Gloucester Rd.), London, S.W.7. Tel. Fremantle 4414.

10293/R

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributor.

1958 1500, finished in champagne and black with red upholstery, heater, screenwashers, 5,000 miles, immaculate condition. E.W. maintained, £645; similar car finished in Yukon grey with red upholstery; £755.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); 399, London Rd., Croydon (Thornhill 2775), or 12, Chelsea Manor St., S.W.3 (Flaxman 8161).

G EORGE TWYMAN offers:—

1957 (August) Wolseley 15/50, finished in unmarked Yukon grey, fitted heater, screenwashers, radio, etc. Immaculate condition, one careful owner, £775.—17, High St., Potters Bar, Middx. Tel. Potters Bar 2139.

14968

WOLSELEY

JAMES SPENCER, Ltd., offer:—

1957 Wolseley 15/50 saloon, 15,000 miles only, absolutely as new; £795.

JAMES SPENCER, Ltd., Broadway, Bexleyheath, Tel. Box 4263 4209. [C4134]

H. BEART & CO., Ltd., offer:—

1954 Wolseley 6/80 saloon, black with red hide fitted heater, 20,000 miles only by one careful owner; £450.

1954 Wolseley 4/44, black, fitted heater, superb condition throughout; £525.

1958 Wolseley 15/50 saloon, in maroon with tan interior, heater, screenwashers, one owner, 6,000 miles; £895.

1955 Wolseley 6/90 saloon, black with red hide, fitted radio, heater, a well-maintained example; £625.—102, London Rd., and High St., King's Lynn-on-Thames. Kingston 3348. [C1081]

PHILIP RICKARDS, Ltd., offer:—

1958 Wolseley 15/50, Yukon grey and off white, heater, screenwashers, 3,000 miles, one owner, in new condition; £765.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

W ARWICK WRIGHT, Ltd., offer:—

1953 Wolseley 6/80 saloon, blue, £375.

W ARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

WEYBRIDGE AUTOMOBILES offer:—

1955 Wolseley 6/90, maroon, with red interior, 34,000 miles, fitted heater, excellent condition throughout; £595.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, Extn. 19. [C4094]

SILVERTHORNE MOTORS, Ltd., offer:—

1958 1500, 9,000 miles only, grey, red grey interior, heater, one owner, as brand new; £715.—11, Fitzroy Sq., W.1. Euston 7811. [C4011]

H ENLYS offer with 4 months' guarantee:—

1956 Wolseley 6/90 saloon, heater, black with red interior; £765.

H ENLYS, Ltd., Parkway, Regent's Park, N.W.1. Guilliver 5721. [S122]

TANKARD & SMITH (CHELSEA), Ltd., offer:—

1956 Wolseley 4/44 saloon, maroon, very nice condition, one owner, many extras, low mileage; £635.—194 196, Kings Rd., Chelsea, London, S.W.3. Flaxman 4801. [C4025]

1957 Wolseley 1500 saloon, heater, one owner, green with grey and green interior; £695.

P ASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3039]

1955 Wolseley 4/44, black brown leather interior, one lady owner, 21,000 miles only; £595.

P ARKHOUSE CAR SALES, Ltd., 289, London Rd., Romford 43542. [C3116]

WOLSELEY 4/44 1955, heater, one owner, low mileage, colour grey red; £585.—Wimbledon 0852.

Y ES—but if it's Wolseley—it's Sparks of Streatham Hill, S.W.2, your main depot.—Tulse Hill 3434.

1956 (September) Wolseley 15/50, Alhambra green, matching seat covers, 15,000 miles, tyres new, in superlative condition; £715.

P ERINSONS BROTHERS, Broad St., Wokingham, Tel. 112. [S074]

B EARTS OF KINGSTON—Wolseley distributors—B. Sales, spares and repairs.—102, London Rd., Kingston, Tel. 3348. [0862/R]

1954 Wolseley 4/44, heater, reconditioned engine fitted, in excellent condition throughout; £495.

S COTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676 7779. [C4016]

£569!!—specimen condition 1955 Wolseley 4/44, superbly maintained, odometer records 19,000 whole vehicle service; choice 2.

L AMBS OF WOOD GREEN (Established 1897).—100 cars; 3 months' written guarantee; exchanges; low deposit terms to suit you.—421-425, High Rd., Finchley. [C2052]

1957 Wolseley 15/50, radio, one owner, deposit £70; £695.—Philips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106]

1958 Wolseley 15/50, one owner, extras: £825.—Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Tel. Hoddesdon 4567. [C3001]

1958 Wolseley 6/90, saloon, overdrive, one owner, ex-director's car, 7,000 miles, in immaculate condition; £1,115.

T RUCKS MOTOR Co., Ltd., The Station Garage, 24-26 Great Western St., Aylesbury. Tel. Aylesbury 2264. [C4459]

1950 saloon, maroon and beige duo-tone, guaranteed to 2,900 miles, owner going abroad; £725.—Campbell Symonds 6262. [C1037]

1958 Wolseley 6/90, saloon, black, red leather, heater, overdrive, one owner, as new; £725.—Elmbridge Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]

LYTTELTON GARAGE, Ltd., Hampstead Garden Suburb, official Wolseley agents—quick delivery, part exchange, specialised service.—Lyttelton Rd., (A1), N.12. Speedwell 3500 and 3350. [C4048]

1958 (Aug.) Wolseley 1500, 4,000 miles, heater, overdrive, one owner, as new; £725.—Elmbridge Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]

1954 Wolseley 4/44, green/green leather interior, 10,000 miles, low mileage, excellent condition throughout; £545.—Clubman Autos, Ltd., 102, Wood Mews, Courtfield Rd. (near Gloucester Rd.), London, S.W.7. Tel. 2775. [C4094]

WOLSELEY 6/90, October, 1955, grey, red leather, fitted radio, heater, screen washers, managing director's car, fantastically and regularly maintained; £625.—Hillwood Motors, Watford Way, London, N.W.7. Mill Hill 4232. Open till 8 p.m. [C2108]

M ISCELLANEOUS CARS

1954 Land-Rover s.w.b. petrol, one careful owner; £225.

1951 Jaguar XK120, in immaculate condition; £475.

P ART exchanges welcomed.

S ELF financed hire purchase.

P EPPS BROS, Green-Street-Green, Kent. Tel. Farnborough (Kent) 5551. [I4976]

R OBINSONS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 36 years.

S EVERAL brand new cars for immediate delivery; good stock of second-hand, all enquiries promptly answered. Mayfair 5951; 102, London Rd., East Ham, E.6. Grangewood 2350. [C4032]

1957 Messerschmitt KR200 de luxe, fitted 1959 cabriolet top, super cond.; £282/10; 1956

Messerschmitt KR200 de luxe hardtop, nice cond.; £219/10; 1951 Bond 197cc 2-str., good w/equip., attractive car, £99/10; 1957 Isotta 249cc de luxe sun top roof, dual colour, attractive; £259/10; 1955 Bond 197cc 2-str., good w/equip., bronze finish, £179/10; Claude Rye, Ltd., 895-921, Fulham Rd., London, S.W.6. [C4010/R]

M issellaneous Cars Wanted

R OWLAND SMITH, the car buyers; highest prices for all makes.—Hampstead High St., N.W.3. Ham. 6041.

M OTOR HEAVES

H EAVES and handles in stock, immediate delivery, call and inspect, no booking, available.

A LPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

INVALID CARS

£495 —1937 30hp Rolls-Royce. Hooper coachwork. photo.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022]

MOBILE SHOPS AND CANTEENS

MOBILE shops, canteens and offices, vehicles and trailers, large selection.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022]

MOTOR SCOOTERS

COMBEFORDS for motor scooters, new and second-hand, 1,000 machines in stock.—Portsmouth Rd., Thames Ditton, Emb. 5531. [10575.R]

These sections will close for press first post Monday

COMMERCIAL VEHICLES

NEW COMMERCIAL VEHICLES

COMMER Cob van, finished powder blue.

GODLERS CARS (London), Ltd., 26, North End Rd., Golders Green, N.W.11. Speedwell 4701. [N2141] NEW Morris 1000 5cwt van, birch grey; list price £100, terms, exchanges—Scotney, Swineshead, Lincs. Tel. Swineshead 238. [4550]

USED COMMERCIAL VEHICLES

H BEART & Co., Ltd., offer:

1956 1-ton Morris Pick-up finished in green with 1-ton interior, fitted extras; passenger seat, flashing indicators, superbly maintained by one owner. £275—102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. [C1081]

1954 Ford 5cwt van, in very good condition throughout; £135—Esher 2255. [C4086]

1953 Bedford C.A.V. 10 12cwt van, good: £175—R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.6. Renown 4492 6647. [C3125]

1957 model Thames 7cwt van, one owner, passenger seat, heater, unlettered, grey, really nice condition: £235—Rawlings, Tudor Garage, Ltd., 928-931, Fulham Rd., S.W.6. Renown 2281. [C2015]

CARAGE SERVICE CO. LTD., 9, Hoop Lane, Golders Green, N.W.11. Speedwell 4411.

USED COMMERCIAL VEHICLES

1956 5cwt van, black, one owner, only 12,000 miles; £345—Campbell Symonds, Alperton 1515. [C1037]

CAMDEN MOTORS, specialists in light commercial vehicles, 20 models available; this week's specially selected vehicle:

1957 Thames 5cwt van, complete with extra seat, radio, heater, washers and spot lamp, privately taxed and very carefully used, moderate mileage, immaculate 2-tone; gift at £375.

450 other cars available; write for full descriptive

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Unrestricted hire purchase terms. Exchanges. [C1035]

1955 Morris Minor van, one owner, in really first-class condition throughout; £285—Rey's Motors, Ltd., 75-75, Albany St., N.W.1. Euston 6994. [C1081]

1958 (September) Ford 7cwt van, heater, extra seat, guaranteed; £395—Gordon Cars (London), Ltd., 26, North End Rd., Golders Green, N.W.11. Speedwell 4701. [C2141]

1954 Morris 10 J. 1958 van, £225; 1953 Ford 10cwt van, £125—Tudor Garage 3000, Fulham Rd., S.W.6. Renown 2281. [C4132]

TAXICABS

1949 56 Austin taxicabs, diesel from £260; h.p. taxicabs bought—Overstrand Motors, Ltd., 62, Cottage Grove, London, S.W.9. Brixton 153. [10181.B]

1949 52 Morris and Austin 3-door taxicabs, petrol and diesel from £150; convenient H.P. terms—Palmers Motors, 5, Russell Gardens Mews, Kensington, W.14. Park 3704. [C3034]

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1958 (September) Ford 7

NEW CARS FOR SALE

AUSTIN

DJ. SHEPHERD & Co. (ENFIELD), Ltd., offer:-
NEW Austin A25 de luxe saloon, choice of colours.—
D.J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [N4006]

CHANGING for 1959—Still a few Cambridge saloons on offer and full market value for your present car.
FERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m.

WALLINGTON, Surrey—Kirkway, Ltd., Stafford Rd. Tel. 2000. Main dealers. [19152]

MAYFAIR and West End agents.—Austin for immediate delivery.—Austin 1155. [N3052]

RIPOCO, Ltd., Providence Court, North Audley St., W.1. Hyde Park 2952-3-4. [N3052]

CHALKWELL MOTOR Co., Ltd., for Austin—West cliff-on-Sea. Tel. Leigh-on-Sea 78247. [Q343/R]

FOREST HILL and Sydenham—Hillier Motors, Ltd., 144, Dartmouth Rd., S.E.26. For 9351-2. [N2115/R]

ALL models, private and commercial.—Frynn & Stevens, Ltd., 57, Acme Lane, S.W.2. Brixton 10889/R

NEW Austin A55 series II on view; place your orders immediately—Dallas Car Centre, 22-34, Horn Lane, Acton. Tel. Acorn 6731. [N1120]

ELEANOR MOTORS (STADIUM), Ltd.—All models, early delivery; h.p. part exchange—98-106, Lesbridge Rd., Clapton, E.S.5. Amherst 6606. [0453/R]

NEW A55 de luxe saloon, black, from stock; list price—Rey's Motors, Ltd., 73-75, Albany St., N.W.1. Euston 6994. [N4117]

NEW A55 de luxe saloon, tweed grey, spruce green flash.—Richard France, Ltd., 252-254, High Rd., Tottenham 0355. [N2113]

A35 and A55 saloons, immediate delivery; list price—Fulham Palace Rd., W.6. Fulham 0066. [N4093]

NEW Austin A55 4-door saloon, tweed grey.—Richard France, Ltd., 63-69, Lancaster Rd., Enfield 6727. [N2118]

SW7—New models always in our showrooms; for favourable delivery see Brew Brothers, Ltd., 133, Old Brompton Rd. Tel. 3333. [N1083]

SMITH & HUNTER, Immediate delivery A55 and A35, deferred exchanges, service supreme—376, Kensington High St., W.14. Western 2512. [N4019]

DORKING MOTOR Co. (1958), Ltd., for earliest deliveries A35 and A55 Mk. II models.—Dorking 2256. [N1088]

RAYMOND WAY—Choice of all colours in A35 models for immediate delivery—10, Kilburn High Rd., N.W.6. Mai 6044. [0827/R]

WT. RICHARDS (BECKLEYHEATH), Ltd., for your new Austin car or commercial vehicle; part exchanges—74-78, Broadway, Beckleyheath 1666. [0876/R]

EVANS & O'MALLEY, Austin dealers.—Immediate delivery most models.—Evans & O'Malley, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353/1709. [0247/R]

SW3—Allery & Bernard, Ltd., Austin agents, 372, Kings Rd., Chelsea. Flaxman 7345. A55 Mk. I de luxe, immediate delivery, prompt delivery all other models. [N1185]

IMMEDIATE delivery all Austin's, any colour; cash or h.p.—Wilson's, 36, Acme Lane, S.W.2; open 9 a.m. to 5 p.m. and Sundays (to view only) 9 a.m.-5 p.m. [N4011]

A35 4-door standard and de luxe: A55 de luxe Mark II on view.—Gordon Cars (London), Ltd., 26, North End Rd., Golders Green, N.W.11. Speedwell 4701. [N2141]

MESES & MEBES, Ltd. (Est. 1893), Austin specialists, for immediate delivery of all models: part exchange facilities.—The Broadway, Mill Hill, N.W.7. Mai 2040. [N3012]

SHIRE purchase charges A35, A40, A55, A95, A105, Sprite, 100, immediate delivery from stock.—B.M.C. Sportscar Centre, 391, Kentish Town, N.1. Kenton, Middlesex. Wordsworth 0251. [T9171]

RC. WIMBUSH, Austin stockists.—Immediate delivery A35 saloons; choice of colours; early delivery A55 saloons; part exchange welcomed—312, Earls Court Rd., London, S.W.5. Fremantle 8401-2-3. [N4140]

TRINITY CARS, Ltd., offer immediate delivery of Austin A35, A55, A95 and A105 saloons; also A55 vans; part exchange welcome—94, North Side, Wandsworth Common, S.W.18. Tel. Vandky 1166. [N4034]

DENHAM SERVICE STATION, Ltd.—B.M.C. Galero for your new Austin car or commercial vehicles, most models in stock; part exchanges and h.p. terms—Oxford Rd., Denham, Bucks. Tel. Denham 2266. [T3035]

CHAIN OF EALING for Austin-Healey Sprite, 100-105 and 110, immediate delivery of all models, 100% hire purchase charge—B.M.C. Sportscar Centre, Wordsworth 0251. [T9171]

AUSTIN-HEALEY Sprite immediate delivery.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8841. [N2073]

A100-105 and Sprite, immediate delivery of 4 each; terms, etc.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [N3045]

MOONS MOTORS, Buckingham Palace Rd., London, S.W.1, for the new Austin-Healey Sprite; immediate delivery: British racing green. [N1043]

MOONS, Sloane 9185/8309. [0837/R]

BENTLEY

GROSE, Ltd., Northampton.

OFFICIAL Bentley retailer.

SHOWROOMS and Service.

MAREFIELD, Northampton. Tel. 31682. [N0569 R]

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COMPANY, authorised dealers: factory trained mechanics; full service facilities; drive our demonstration yourself and experience this new type of motorizing.

340—420, London Rd., Croydon. Thornton Heath 3686 (10 lines). [0791 R]

BENTLEY

ORGANIS OF OXFORD, officially appointed retailers and service specialists.—Banbury Rd., Oxford. Tel. 59613-4. [0105]

BERKELEY

SMITH & HUNTER, agents, can deliver new models from stock; deferred, exchange—376, Kensington High St., W.14. Western 2312. [N4019]

DISTRIBUTORS SURREY CAR Co., Ltd., 44, Richmond Rd., Kingston-on-Thames. Kingston 6340. 4922 model now in stock. [0725 R]

BERKELEY cars: distributors for Harrow and Dagenham; delivery from stock; demonstration cars available.—Pinner View Motors, Ltd., Harrow 3510. [0386/R]

ARENSTON MOTOR Co., Ltd., 28, Albemarle St., W.1. London distributor for Berkeley.—Immediate delivery of the new 3-cylinder 2- and 4-seater.—Hyde Park 9323. [N1105]

B.M.W.

SOLE concessionaires for B.M.W. cars and motor cycles.—Please write for information, literature, etc., to Frazer Nash Cars, Isleworth, Middlesex, Hounslow 0011. [N2015]

BOND MINICAR

ROWLAND SMITH'S for Bond Minicar.

IMMEDIATE delivery.

PART exchanges; terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

RAYMOND WAY—Immediate delivery of Mark E. all colours.—Kilburn Bridge, N.W.5. Mai 6064. [0839/R]

BOURNEMOUTH—Kenbourne Motors, Ltd., your local Bond distributors.—332, Charnminster Rd., Winton 1802. [0022/R]

CLAUDE RYE, Ltd., for your new Bond Minicar, immediate delivery; exchanges welcomed.—895-921, Fulham Rd. S.W.6. Renown 6174. [0918/R]

BORGWARD

METCALFE & MUNDY, Ltd., sole concessionaires 280 Old Brompton Rd., London, S.W.5. Fre 5471. [N3064]

COUNTY GARAGE.

SOLE Hansa distributor for Lancashire and Cheshire.—Demonstrator available.—County Garage (Manchester), Ltd., Sackville St., Manchester 1. Central 8011. [0039/R]

BROOKSIDE MOTORS (CROYDON), Ltd.

BRIGSTOCK Rd., Thornton Heath. Tho. 4256. [0001/R]

BURN'S STATUE GARAGE, Ayr.—Sole distributor for Scotland. Tel. Ayr 6338. [0480/R]

MOST of Surrey, part of Hants! Immediate delivery of some models.

COOIBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [N1057]

SOLES London distributors.—Rodney Howard & Co., Ltd., 16, Albemarle St., W.1. Tel. Hyde Park 7165. [0964/R]

GARLAND'S OF WARRINGTON for the sensational Borgward, distributors for parts of Lancashire and Cheshire.—Tel. Warrington 33515. [0087/R]

YORKSHIRE—Borgward Distributors, demonstration cars available; service after sales.—Union Garage, Horbury Rd., Wakefield. Tel. 2193. [0030/R]

EAST SURREY and West Sussex sole distributors: demonstrations, early deliveries; full spare parts service.—F. Fairman & Sons, Ltd., Horley, Surrey. Tel. 17. [0319/R]

REG. TIMMS, Beds and Bucks distributor, offer delivery of all models, including TS Combi, etc.; demonstrations anywhere, any time.—16, North St., Leighton Buzzard, Beds. Tel. L.B. 2496/2651. [N4140]

BRISTOL

ANTHONY CROOK MOTORS, largest distributors in the world and leading specialists since the car's origin, are the obvious choice for the new 406.—High St., Esholt. Tel. 4580; and Hersham. Walton 687. [N1065]

R. F. PUGGLE, Ltd., distributors of Bristol cars.

ENCOURAGES in relation to the new type Bristol 406 can now meet with our attention; demonstration car shortly available.—R. F. Puggle, Ltd., Bushey Heath, Herts. Tel. 1665. [N2017]

CHEVROLET

BROOKSIDE MOTORS (CROYDON), Ltd.

BRIGSTOCK Rd., Thornton Heath. Tho. 4256. [0529/R]

1959 Chevrolet, the car of the year; fully automatic B.H.D. models immediately available.—British & Colonial Motor Co., Ltd., 77, St. Martin's Lane, London, W.C.2. (Temple Bar) 3589. [0282/R]

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LA. MITCHELL (MOTORS), Ltd., distributors for Dodge and Chrysler products, offer:—

RH.D. Plymouth and Dodge saloons, in various colours.—For demonstration phone Bal. 2234. 1, Balham High Rd., S.W.12. [0558/R]

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CITROEN

LEX. The Ace.

CITROEN distributors. DS19, ID19 and 2CV models for details of a demonstration run.

LEX. The Ace, North Circular Rd., N.W.10. Elg. [N3034]

C. G. NORMAN (WESTMINSTER), Ltd.

CITROEN sole distributors for London, Essex and Kent; early delivery.—31, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0279 R]

JOHN S. TRUSCOTT, Ltd., the experienced Citroen people: immediate delivery.

173 Westbourne Grove, W.11. Bayswater 4274. [N1035]

WORTHING MOTORS, Ltd., Sussex distributor, early delivery.—Broadwater Rd., Worthing. Tel. [0212 R]

CONNAUGHT ENGINEERING, the Surrey distributors.—Models from £177 down; demonstrations gladly given; open for car sales until 8 p.m. and at week-ends; hire purchase, part exchanges.

PORTSMOUTH Rd., Send, Surrey. Ripley 3122. [0505/R]

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GREENHILL MOTOR Co., offer:—

EARLY delivery of the new Daimler Majestic.—Marsh Rd., Pinner, Middx. Pinner 9828.

DORKING MOTOR Co. (1959), Ltd., distributors, for early delivery Majestic; demonstration car available.—Dorking 2256. [N1088]

IMMEDIATE delivery Daimler Majestic, all black, beige trim.—Manly & Boarland, Daimler Distributors, Leicester 58167. [N4017]

DELLLOW

DELLOW Distributors.—The Gordon Garage, Ltd., 55-55, East Dulwich Rd., London, S.E.22. Showrooms 8-10, Lordship Lane, S.E.22. [0658 R]

D.K.W.

ALL sales enquiries will receive our immediate attention; illustrated literature on request.—Frazer Nash Cars, Isleworth, Middlesex, Hounslow 0011. [N2015]

FACEL VEGA

HWM.—Sole concessionaires, demonstrations.

HW. MOTORS, Ltd., Walton-on-Thames 2404-5-6-7. [0112-R]

FERRARI

MIKE HAWTHORN. Sole concessionaires, Ferrari, new 250 GT coupe.

SOLES 469 7, inc. P.T. sales, spares and service.—The Tourist Trophy Garage, Ltd., Farnham, Surrey. Tel. Farnham 5363. [N4110]

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DISTRIBUTORS for West London.

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IMMEDIATE delivery, choice of colours.

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FIAT—Fiat (England), Ltd., Water Rd., Wembley. Tel. Ferriola 5551.

SOLES concessionaires in Great Britain and Northern Ireland for Fiat.

SPARES and service. Distributors and dealers throughout the country. [0174/R]

BLU STAR GARAGES, Ltd., Rossmore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. [0986 R]

C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2.—Immediate delivery of Fiat cars. [N3040/R]

CHANGING for 1959?—The latest Fiat 600 saloon or convertible ready for immediate delivery and full instructions for your present car.

FERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [N2008]

SW1—Immediate delivery all models; exchanges welcomed; terms.—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. Belgrave 3711. [N3045]

MAYFAIR GARAGES, Ltd., Fiat stockists and specialists all models, exchanges, lowest H.P.—Bishambridge Rd., W.2 Amb. 1061. [N3009]

PREMIER MOTORS, Fiat distributors, all new models, terms, exchanges, sales, spares, service, etc.—295, Lewisham High St., S.E.13. Lee Green 1051. [N1038/R]

DENHAM MOTOR SALES, Ltd., distributors, offer immediate delivery of all models; demonstration cars available.—Oxford Rd., Denham, Bucks. Tel. Denham 3111. [0551 R]

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FAMOUS for Ford.

ALL Ford models are now on show and there's no waiting for delivery; every Ford is here ready for you to buy and take away immediately; instant valuation of your part exchange and excellent service—after sales make it very pleasant to deal with.—Weilbeck Motors, The Weilbeck Building, 109, Crawford St., London, W.1. Weilbeck 1159. [N04049]

HALLS. (FINCHLEY), Ltd., 886, High Rd., North Finchley (Tally Ho), Hill. 1044. [0426-R]

MAYFAIR and West End agent.—Fords for immediate delivery.

RIPOCO, Ltd., Providence Court, North Audley St., W.1. Hyde Park 2952-3-4. [N3052]

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'PHONE Arthur E. Gould, Ltd., for all new Ford cars and service.

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ROWLAND SMITH'S for Ford.

IMMEDIATE delivery most models.

PART exchanges, self-financed terms, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

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CONSUL Farnham estate car, immediate delivery. 1st price—Kenington 6642. [N4147]

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PARK Lane, W.1. Hyde Park 4868; 8, Balderton St., W.1. Hrd. 1070; 37, Malone Rd., Alperton, Middle Perivale 3585; and 6-8 and 12, Sandry Rd., Catford, S.E.6. Bittern Green 6161; 300, Norwood Rd., 27 Gipsy Hill 7671; 114 Queensway, Bayswater, W.2. Park 1511; Thames House, Wellington St., S.E.15. Woolwich 7771; Crossways, Victoria Station, 729, Sidcup Rd., Eltham, S.E.9. Tel. Eltham 0131. [N1065/R]

IMMEDIATE delivery new Ford Anglia, Prefect and Consul.

TAYLOR & CRAWLEY, 12a, South Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 6881. [N4306]

NEW Zephyr Estate, Dover, White and Ludlow green, heater.—Friary Motors, Windsor 2002. [T9150]

FORD Zephyr saloon, black, automatic transmission, one only for immediate delivery.—Waterloo 4959.

BLUE STAR GARAGES, Ltd., Rossmore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. [T987/R]

BASIL ROY, Ltd.—Immediate delivery all models—161. Great Portland St., W.1. Lan. 7733. [N1063 R]

FOREST HILL and Sydenham—Hillman Motors, Ltd., 144, Dartmouth Rd., S.E.20. For. 3512. [N2135 R]

RAYMOND WAY—Immediate delivery most model cars—10, Kilburn High Rd., N.W.6. Mat. 6044. [T0779 R]

COULSDON—H. Harmer (Coulson) Ltd., retail dealers, 272, Chiswick Valley Rd., Coulsdon, Down and 2255. [N0990 R]

FORD Anglia, Richmond blue.—New Cross Motor Co. (London), Ltd., 182, New Cross Rd., S.E.14. Tel. New Cross 0588. [N5135]

ZEPHYR, Consul de luxe and Popular, all immediate—John Trig, Ltd., Esher 2235. [N4086]

!!! Fords; immediate or early delivery of all models.

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173—Wesbourne Grove, W.11. Bayswater 4274. [N4035]

SW7?—New models always in our showrooms; for immediate delivery see Brew Brothers, Ltd., 133, Old Brompton Rd. Fre. 3333. [N1083]

CMS, Ltd., Lewisham, for all new Fords; generous part exchanges and terms.—346, Lewisham High St., S.E.13. Lee Green 1833. [T9125]

FORDS, all models—Enquiries to Motorists (London) Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

EVANS & O'MALLEY, Ford dealers.—Immediate delivery most models—Evans & O'Malley, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353-1709. [T0248 R]

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service coachbuilding, insurance—219-221, Balham High Rd. S.W.17. Balham 1271 (10 lines). [0098/R]

SW3?—Allery & Bernard, Ltd., Ford agents, 572, Kings Rd., Chelsea. Phairns 7345. For immediate delivery, prompt delivery all other models. [N1185]

PREFECT de luxe, Richmond blue; Consul convertible, Arundal grey with red hood.—Gordon Cars (London), Ltd., 26, North End Rd., Golders Green, N.W.11. Speedwell 4701. [N2141]

IMMEDIATE delivery, Zodiac, green grey; Zephyr, green; Consul, blue and black; Consul d, black/blue; also Anglia and Prefect.—L.G.C. Motor Co., Ltd., 2, Anerley Hill, S.E.19. Syd. 6362 6500. [T4795]

R. C. WIMBUSH, Ltd., Ford stockists.—Immediate delivery Ford Zephyr and Consul saloons, Prefect and Popular; part exchange welcomed—312, Earls Court Rd., London, S.W.5. Fremantle 8401-2-3. [N4056]

A DIARDS MOTORS, Ltd., Acre Lane, Brixton, S.W.7. Main Ford dealer; consult us for delivery of all Ford models; overseas residents' enquiries welcome—Export Dept., Brix. 6431-2-3-4-5-6 (see also Allard). [T0864 R]

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GB MOTORS, Ltd. offer:—

NEW Ford Fairlane 500 town sedan and all other new Canadian and American models.

DURGATES, Wadhurst, East Sussex. Wadhurst 0550/R

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REQUESTS for literature to the manufacturers.—Frazer Nash Cars, Isleworth, Middlesex. Hounslow CCII. [N2015]

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WILLIAMS MOTOR CO. (MANCHESTER), Ltd., your Lancashire, Cheshire, Westmorland, Cumberland and North Wales distributor—5, Trafford St., Manchester, 3. Tel. Blackfriars 0679. [T9129]

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93-25, Old Brompton Rd., London, S.W.7. Knightsbridge 7705.

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NEW and used cars from the distributors.—Bucknell & Merchant, Colchester. Tel. 5705-6. [T0619]

CLAUDE RYE Ltd., your brand new 1959 Goggomobil; immediate delivery; terms, exchanges.—895-921, Fulham Rd., S.W.6. Renown 6174. [T0410/R]

TS300 ivory & yellow coupe, TS300 ivory & blue saloon, TACO yellow saloon, sun roof, TS300 red saloon, T500 grey saloon.

CONNNAUGHT ENGINEERING, Britain's largest Goggomobil distributors, Portsmouth Rd., A3, Send, Surrey. Tel. Ripley 3122. [N1132]

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IMMEDIATE delivery; choice of colour.

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RALPH ALMOND way for the largest selection of Heinkel three-wheeled in all colours.—Kilburn 0644. [T0629/R]

CLAUDE RYE, Ltd., for your new Heinkel 895-921, Fulham Rd., S.W.6. Renown 6174. [T0920/R]

E. T. PINK (Harrow), Ltd., for Heinkels; immediate delivery on easiest terms; also B.M.W. Isetta and Reliant: demonstrations with pleasure.—Station Rd., Harrow. Tel. 0044. [T1313]

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OFFERS full Hillman range for early delivery; the most favourable terms in the country; 10% deposit, 4% interest, 60 months to pay.

NEWTONS OF WEMBLEY, Newtons Corner, Wembley Park (opposite Wembley Town Hall). Arnold 5252. [T0792/R]

GB MOTORS, Ltd., offer:—

FULL range of Hillmans for immediate delivery.

DURGATES, Wadhurst, East Sussex. Wadhurst 68. [T0542/R]

NOEL BELL, Ltd., Hillman dealers.

FULL range of all Hillman models always in stock: full market value for your present car; free service vouchers issued for use in your own area; 10% deposit, balance over 4 years; lowest possible interest rates.—Putney 7851. [N1153]

NEWTON—Hillman Super Snipe saloon, duo green, overdrive, immediate delivery.

JACK ALPE, 30, Marylebone High St., W.1. Welbeck 1124. [T1103]

HUMBER, Hawk, black grey—L.G.C. Motor Co., Ltd., 2 Anerley Hill, S.E.19. Syd. 6362 6500. [T4794]

NEW Humber Hawk, black/thistle, immediate delivery; list.—M.E.T. Garages, Maida Vale 4801 7082. [T1315]

SE26?—New Humber Hawk, Windsor blue/Corinth blue, immediate delivery—Maythorpe Motor Co., 42, Sydenham Rd., S.E.26. Tel. Syd. 6827. [T03035]

SUPER Snipe saloon, embassy black/Windsor blue—Gordon Cars (London), Ltd., 26, North End Rd., Golders Green, N.W.1. Speedwell 4701. [T2141]

GRAYS OF GUILDFORD?—Main dealers for the new Hawk saloon and estate—7 and 5, Woodbridge Rd., Guildford. Tel. 5287. [T0891/R]

HENDON CENTRAL GARAGE, Ltd., offer for immediate delivery Humber Super Snipe, H.P. at 5% interest.—Watford Way, Hendon Central, N.W.5. Tel. Hendon 8054-5. [T2034]

SMITH AUTO CO., Ltd., area dealers for Rootes Group, offer favourable delivery of the new Humber range—145, London Rd., Croydon. Croydon 2115 (5 lines). [T0867/R]

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The company in Scotland handling the incredible Isetta; immediate delivery from stock; colour selection available—78-80, Haymarket Terr., Edinburgh. Tel. Edinburgh 68236. [T0881/R]

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N.W. LONDON authorised dealers; immediate delivery; demonstration any time; exchanges, terms—Walter Scott, Ltd., 39, College Crescent, N.W.5 (Swiss Cottage Tube). Tel. 4466. [T04006]

GODFREYS, Ltd.—immediate delivery Isetta—Bushwood Corner, Leytonstone, E.14. Wan. 5101. Also at Croydon, Gt. Portland St., W.1. Tottenham, Forest Gate and East Ham. [T0463/R]

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CATERHAM MOTOR CO., Ltd., Bell St., Reigate 2245. [T1112]

NEWTON OFFERS full Humber range for early delivery; the most favourable terms in the country. 1% deposit, 4½% interest, 60 months to pay.

NEWTONS OF WEMBLEY, Newtons Corner, Wembley Park (opposite Wembley Town Hall). Arnold 5252. [T0792/R]

GB MOTORS, Ltd., offer:—

NEW Humber Hawk with overdrive, Corinth blue, Windsor blue, for demonstration and early delivery.

DURGATES, Wadhurst, East Sussex. Wadhurst 68. [T0543/R]

METROPOLIS GARAGES, Ltd.

NEW Humber Hawk with overdrive, Corinth blue, Windsor blue, for demonstration and early delivery.

WINDSOR GARAGES, Ltd., 227, Hammersmith Rd., W.6. Riverside 9071. [T0897/R]

NOEL BELL, Ltd., Humber dealers.

FULL range of all Humber models always in stock: full market value for your present car; free service vouchers issued for use in your own area; 10% deposit, balance over 4 years; lowest possible interest rates.—Putney 7851. [N1153]

NEW Humber Super Snipe saloon, duo green, overdrive, immediate delivery.

JACK ALPE, 30, Marylebone High St., W.1. Welbeck 1124. [T1103]

HUMBER, Hawk, black grey—L.G.C. Motor Co., Ltd., 2 Anerley Hill, S.E.19. Syd. 6362 6500. [T4794]

NEW Humber Hawk, black/thistle, immediate delivery; list.—M.E.T. Garages, Maida Vale 4801 7082. [T1315]

SE26?—New Humber Hawk, Windsor blue/Corinth blue, immediate delivery—Maythorpe Motor Co., 42, Sydenham Rd., S.E.26. Tel. Syd. 6827. [T03035]

SUPER Snipe saloon, embassy black/Windsor blue—Gordon Cars (London), Ltd., 26, North End Rd., Golders Green, N.W.1. Speedwell 4701. [T2141]

GRAYS OF GUILDFORD?—Main dealers for the new Hawk saloon and estate—7 and 5, Woodbridge Rd., Guildford. Tel. 5287. [T0891/R]

HENDON CENTRAL GARAGE, Ltd., offer for immediate delivery Humber Super Snipe, H.P. at 5% interest.—Watford Way, Hendon Central, N.W.5. Tel. Hendon 8054-5. [T2034]

SMITH AUTO CO., Ltd., area dealers for Rootes Group, offer favourable delivery of the Hillman range—145, London Rd., Croydon. Croydon 2115 (5 lines). [T0867/R]

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JOE THOMPSON (MOTORS), Ltd.:—

NEW Plymouth saloons and utilities, choice of colours, and specifications.—91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4859-9. [N4028]

PONTIAC concessionaires for Gt. Britain.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Flaxman 7752-4, sales, spares, repairs, service. Also: Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R]

PORSCHE

SOLE Porsche concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Frazer Nash Cars, Isleworth, Middlesex. Hounslow 0011. [N2015]

RELIANT

GLEN LAWRENCE (HIGHBURY), Ltd.: LONDON sole distributors for all Reliant 3-wheelers 4-seater hard top coupes and the Scat van.

£5 annual tax; demonstrations arranged anywhere in London; part exchanges; h.p. part exchanges; sales, service and spares; showrooms open 9-5 p.m. Monday to Saturday.

RELIANT House, 28-32, Highbury Corner, London, N.5. Tel. North 2791. [0696/R]

CLAUDE RYE, Ltd., for your new Reliant; earliest delivery; exchanges welcomed.—695-921, Fulham Rd., S.W.6. Renown 6174. [0330/R]

RENAULT

J. DAVY, Ltd.: IMMEDIATE or prompt delivery all models.

180—184, Kensington High St., W.8. (Wes. 7181); 215, Brompton Rd., S.W.3 (Kni. 4215). [N1069]

PB, Ltd.:—IMMEDIATE or prompt delivery all models.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [N3035]

HERTFORDSHIRE.

RENAULT sales and service.

ALPINE BUSHEY GARAGES, Ltd., Bushey Heath Tel. Bushey Heath 3282-3. [N1119]

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RENAULT Distributors for South-East Hants, West Sussex and Isle of Wight.

COMPLETE facilities for the Renault enthusiast; all models on view; demonstrations anywhere; part exchanges; hire purchase facilities.

WRITE, phone or call for latest brochures.

A. E. HAYTER & SONS (PORCHESTER), Ltd.

MAIN Showrooms, East St., Porchester Cross Rds., Porchester, Hants. Tel. Cosham 7643. [0394/R]

BEVERLEY MOTORS, New Malden, Surrey. Malden 3232. [T9088]

IMMEDIATE delivery Dauphines, any colour.—

Wilsons, 1-3, Dorking Rd Epsom 3901. [N4085]

FRED GUY for new Renaults; terms and exchanges.

198, King St., W.6. Riverside 3131. [0085/R]

YADING MOTORS, Ltd., Renault sales, service, spares.—Viking 6655-6. [0662/R]

NW.10—Demonstration Dauphine available.—Slocombs, Ltd., Willesden 4869, 3934. [N4017]

WALTON-ON-THAMES MOTOR Co., Ltd., main agents.—Bridge St., Walton-on-Thames 200. [0126/R]

WELHAM'S Renault Sales and Service, Surbiton Hill Rd., Surbiton, Surrey. Elmbridge 1873. Distributors 1909.

RENAULT Dauphine, red, immediate delivery.—Davies Car Centre, 22-34, Horn Lane, Acton, W.3. Aco'n 6731. [N1130]

ROMLEY—Immediate delivery Dauphine; choice of colours.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841. [N2073]

LONDON'S enthusiastic Renault specialists, delivery ex-stock; demonstrations with pleasure; see the amazing Dauphine at:—

BENMOTORS, 1 Clarendon Rd., Holland Park, W.11 (100 yds. Holland Park Tube). Park 5066-7. [0599]

W6—Metropole Garages, Ltd., for immediate delivery; new Renault Dauphine and 750 saloons.—223-227, Hammersmith Rd., W.6. Riverside 9071. [0599]

LOCOMOTORS, Ltd.—114, Portland Rd., S.E.25. Renault main distributors and specialists; Dauphines of all colours available from stock.—Tel. Addiscombe 8921. [0188/R]

RENAULT sales and service; Dauphines with automatic transmission and standard transmission for immediate delivery.—Witcher & Sons, 55-75, Cadogan Lane, London, S.W.1. Sloane 4126. [0186/R]

NW6—Blue Star Garages, Ltd. 100% Renault

Distributors. Dauphine demonstrator available; immediate delivery all models.—59/65, Belsize Rd., N.W.6. Maida Vale 5555 & 2155. [T9131]

SW1—Immediate delivery Dauphines, choice of colours; also Domaine estate car, shopsoled, at special price; terms, exchanges.—Richards & Carr, Ltd., 5, Kinnerton St., S.W.1. Belgrave 3711. [N5045]

RENAULT

CHARLES FOLLETT, Ltd., London distributors. Showrooms: 18 Berkeley St., London, W.I. Mayfair 6266. Service: Works and Stores, Barnsley Yard, off Elgin Ave., W.3. Cunningham 5936. [N2010]

BARNEHURST GARAGE, Ltd., always have a large stock of new Renault cars for immediate delivery; all colours available from stock.—Barnehurst Garage, Ltd., 1-9, Barnehurst Rd., Bexleyheath, Kent. Tel. Bexleyheath 725 9159. [0394/R]

RILEY

HALLS.

1.5 and 2.6-litre saloons on view.

HALLS (FINCHLEY), Ltd., 886, High Rd., North Finchley (Tally Ho), N.12. Hill 1044. [0974/R]

JARVIS OF WIMBLEDON.

RILEY 2.6, black with biscuit and brown leather upholstery, automatic gearbox the elite car of our B.M.C. range.—Morris House, Morden Rd., S.W.19. Lib. 8221/Wim. 2526. [N2086]

BOON & PORTER, Ltd., distributors.

EARLIER delivery: 1.5 and 2.6.

BOON & PORTER, Ltd., Castelnau, S.W.13 (Near Hammersmith Bridge). Riverside 4444. [N1022]

JOHN S. TRUSCOTT, Ltd., for your Riley. [N4085]

173. Westbourne Grove, W.11. Bayswater 4274. [N4085]

AVAILABLE for immediate delivery.

RILEY 1.5 and 2.6 models.

LEX GARAGES, Ltd., 585, London Rd., North Cheam, Derwent 2266. [0877/R]

1.5 and 2.6 Rileys for early and immediate delivery.

R.P.O.C., Ltd., Providence Court, North Audley St., W.1. Hyde Park 299-300. [N3052]

RILEY 1.5 on view.—Davies Car Centre, 22-34, Horn Lane, Acton, W.3. Tel. Acorn 6751. [N1120]

KDM & CHERRINGTON, Ltd., for Riley: KDM exchanges and h.p.—9, Albemarle St., W.1. Gros 5551. [N2054]

RILEY, all models: enquiries to Motoring (London) Ltd., 50, Northgate 2301-2. [N3018]

XXX 1.5 Riley in stock; immediate delivery; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [N2003]

CLARKE & SIMPSON, Ltd., offer immediate delivery: 2.6 and 1.5 models: selection of colours.—Sloane Sq., S.W.1. Tel. Sloane 0436. [N1048]

RENAULT sales for Riley cars: orders taken now for the magnificent 2.6 with or without automatic; early deliveries; part exchanges; h.p. terms.—Montrose Motors, Wembly 2363. [0765/R]

ENFIELD area dealers for Riley cars.—New 1.5 saloon, in grey with red upholstery; for immediate delivery; also: 2.6 saloon, in 2-tone grey.—Central Garage, Chase Side, Enfield 6636-7-8. [0506]

IMMEDIATE delivery: 2.6, early delivery: 1.5.—Imperial, 36, Acton Lane, S.W.3. Open 9 a.m.-9 p.m., and Sundays (to view only) 9 a.m.-6 p.m., Brixton 4011. [N4045]

WILCOX (SLOUGH), Ltd., Riley dealers, offer One-Point-Five, Two-Point-Six for early delivery; part exchanges and h.p. terms.—Morris House, Chancery St., Slough, Bucks. Tel. Slough 24181. [0309]

CHAIN OF EALING, official dealers: early deliveries of both models; selection available; 10% deposit, up to 6 months; part interest rate from 6% per annum; any type of vehicle welcomed in part exchange; Perivale 4404. [N1043]

ROLLS-ROYCE

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 31682. [0520/R]

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DEON MOTORS, Ltd., Great North Rd., Barnet, North London's leading Rover specialists. Barnet 1144. [0302/R]

HENLYS, England's leading motor agents.

AND-ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [0475 R]

NEW Land-Rover s.w.b. Regular, colour blue, + immediate delivery.

PART exchanges welcomed.

SELF financed hire purchase.

EPPS BROS., Green-Street-Green, Kent. Tel. Farnborough (Kent) 5551. [4977]

DORKING MOTOR CO. (1958), Ltd., main dealers, for favourable delivery all models.—Dorking 2256. [N1065]

KDM & CHERRINGTON, Ltd., for Land-Rovers: KDM exchanges and h.p.—9, Albemarle St., W.1. Gros 5551. [N2054]

DEON MOTORS, Ltd., Great North Rd., Barnet, North London's leading Land-Rover specialists.—Tel. Barnet 1144. [N3028/R]

SEARLE, Ltd., offer immediate delivery of new models; deferred payments up to 5 years; part exchanges welcomed.—Thames St., Sunbury 3014. [N1144]

ROVER

We are pleased to be able to offer quick delivery, some models from stock.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [N1057]

BEXHILL—F. Dodson, Ltd., Rover distributors. Sackville Garage, Middlesex Rd., Tel. 2352-3. [01057]

KJ MOTORS.—Rover area dealers; export home delivery.—Bromley, Kent. Ravensbourne 3422. [0851/R]

GORDON LOVETT, Ltd., 45, The Mall, W.1. West London's largest Rover main dealers.—Ealing 4727. [0202/R]

CROYDON & Purley.—Your local Rover main dealers are Leathwood's Garages, Ltd., St. James' Rd., Croydon. Tho. 8222. [0823/R]

SOUTHAMPTON distributors for all Rover models and spares.—South Western Garage, Marsh Lane 2251. [0232/R]

DORKING MOTOR CO. (1958), Ltd., main dealers.—Immediate delivery of 60, 75, 90 and 1058 models.—Dorking 2256. [N1088]

OVER 90, immediate delivery, heather brown/light brown.—Northways Garage, Rover Agents, Finchley Rd., Swiss Cottage, N.W.3. Primrose 1127. [0188/R]

OVER 90, duo grey, immediate delivery.—Daylesford Centre 22-34, Horn Lane, Acton, W.3. Tel. Acorn 6751. [N1120]

OVER 60, 1958 spec., new and unregistered, green with green upholstery, special price.—Dorring Motor Co. (1958), Ltd., Dorking 2256. [N1083]

SURREY MOTORS, Ltd., officially appointed Rover dealers; sales, service and repairs.—High St., Sutton, Surrey. Vigilant 4444. [0712]

AYTHAMS OF CATERHAM, leading Rover main dealers for East Surrey, offer immediate delivery 1058 and 90 models.—Caterham 2594. [0924/R]

WATFORD and District.—Harris Mayes & Co., dealers; invited to inspect Rover dealers since 1953.—Aco'n 60, Highgate 24026. [0172/R]

NORTHAMPTONSHIRE and North Bucks.—Grove Ltd., Rover distributors and parts service.—Market Harborough, Northants. Tel. 31682. [01001/R]

R. P. POWELL (MOTORS), Ltd., East London area dealers; inquiries invited for all Rover models.—321, Romford Rd., Forest Gate E.7. Maryland 7781. [01457 R]

KDM & CHERRINGTON, Ltd., for early delivery of the new Rover models; exchanges and H.P.—9, Albemarle St., W.1. Grosvenor 5551. [N2054]

FOX & CO., Ltd., appointed official retailers for Rover cars, will be pleased to receive enquiries and orders for all models.—5, Burton Gdns., Old Bond St., London, W.1. Tel. Regent 8822. [01040]

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfield, Ltd., 58-62, Peter St., Manchester, 2. Deansgate 6871. Service station Cheadle Hill Rd., Manchester 8. Tel. Bla. 2302. [01656 R]

KDM & CHERRINGTON, Ltd., for early delivery of the new Rover models; exchanges and H.P.—9, Albemarle St., W.1. Grosvenor 5551. [N2054]

H. FOX & CO., Ltd., appointed official retailers for Rover cars, will be pleased to receive enquiries and orders for all models.—5, Burton Gdns., Old Bond St., London, W.1. Tel. Regent 8822. [01040]

ACE & HORN GARAGE, Watford 24026. [0172/R]

NORTHAMPTONSHIRE and North Bucks.—Grove Ltd., Rover distributors and parts service.—Market Harborough, Northants. Tel. 31682. [01001/R]

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ENGLAND'S leading motor agents.

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HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [0475 R]

NEW Land-Rover s.w.b. Regular, colour blue, + immediate delivery.

PART exchanges welcomed.

SELF financed hire purchase.

EPPS BROS., Green-Street-Green, Kent. Tel. Farnborough (Kent) 5551. [4977]

DISTRIBUTORS West and South-West London.

IMMEDIATE delivery of all models.

DEMONSTRATION car available.

180—184, Kensington High St., W.8. (Wes. 7181); 215, Brompton Rd., S.W.3 (Kni. 4215). [N1069]

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SOLE concessionaires in Great Britain and Northern Ireland for Simca.

SPARES and service, distributors and dealers throughout the country.

DEANHAM MOTOR SALES, Ltd., distributors, offer immediate delivery of all models; demonstration cars available.—Oxford Rd., Denham, Bucks. Tel. Denham 3111. [0530/R]

SW1—P60 de luxe, immediate delivery, Elysee and Montlhéry, very early delivery; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [N3040/R]

DENHAM MOTOR SALES, Ltd., distributors, offer immediate delivery of all models; demonstration cars available.—Oxford Rd., Denham, Bucks. Tel. Denham 3111. [0530/R]

SW1—Monthery, very early delivery; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [N3040/R]

ILESTONE (SERVICE GARAGE), Ltd., Simca distributors, North, South and West Kent.—Ask for demonstration; immediate delivery; exchanges, terms.—308, Erith Rd., Bexleyheath. Kith 2469 and 2629. [0109/R]

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GB MOTORS, Ltd., offer:-
IMMEDIATE delivery of saloons, convertibles and estate cars
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Cro. 2652-5.

SINGER distributors for West Sussex.

COMPLETE customer facilities for the delightful new range of Singer saloon and estate cars; part exchanges welcomed.

Full hire purchase facilities and insurance cover available.

PAGES GARAGE, Northgate, Chichester. Tel. Chichester 2140.

ATTRACTION for Singer—Automenders of London.

NEW Gazelles always on show at our branches; demonstration cars sent anywhere in Great Britain.—All enquiries please to Sales Offices at 131, Church Rd., Barnes, S.W.13. Riverside 8291.

BEVERLEY MOTORS, New Malden, Surrey. Malden 3232.

BUNTINGS MOTOR EXCHANGE, Bonnersfield Lane, Harrow. Tel. 6225-6.—Area dealers for Singer cars; prompt delivery of all models.

CROYDON-H. Harmer Car Sales, Ltd., dealers, C. 444-8, Brighton Rd., South Croydon. Uplands 8629.

BOURNEMOUTH.—Main dealers for demonstration and delivery from stock.—Hartwell Motors, 185-202, Poole Rd., Winton. Tel. 1777.

GUILDFORD.—Stanley Godfrey & Co., Onslow R. G. Tel. 67269 for immediate delivery Gazelle convertibles and saloons.

SKODA

WATLING STREET GARAGE, distributors for Herts, Beds, Bucks, Northants, Cambridge and Hunts. available for immediate delivery, choice of colours.—Flamstead, nr. St. Albans (on A5, midway between Dunstable and St. Albans). Markyate 240/420.

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HALLS.—All Standard models on view in our showrooms. DEMONSTRATIONS and part exchange.

HALLS (FINCHLEY), Ltd., P.86, High Rd., N. Finchley (Tally Ho), N.12. Hillside 1044.

SIDNEY MARCUS, Ltd. Comprehensive stock of all new models for immediate delivery.

MARSTON MOTOR CO., Ltd. STANDARD retail stockists, invite your enquiries; models; view competitive delivery, part exchanges.

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R OWLAND SMITH'S for Standard.

IMMEDIATE DELIVERY.

PART exchanges, self-financed terms; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041.

K INGS MOTORS (HOUNSLAW), Ltd. NEW 1959 Standard Vignale, Ensign, Pennant, 10 and 8hp; immediate delivery.—1, High St., Hounslow. Tel. 3532/2559.

BERKELEY SQUARE GARAGE, Ltd. EXCLUSIVE standard retail dealers, invite you to inspect the full range of Standard cars that are available for immediate delivery.

BERKELEY Sq., London, W.I. Gros. 4343.

JOHN S. TRUSCOTT, Ltd., for your Standard.

173, Westbourne Grove, W.11. Bayswater 4274.

BY-PASS MOTORS, Ltd. (Formerly Fox and Nicholl, Ltd.). EXCLUSIVE standard retail dealers, models for immediate delivery, h.p. terms and part exchanges arranged.—Kingston By-Pass, Tolworth, Surbiton, Surrey. Derwent 1122.

EVERLEY MOTORS, New Malden, Surrey. Malden 3232.

STANDARDS on view, all models.—Davies Car Centre, 22-34, Horn Lane, Acton. Tel. Acorn 6751.

FOREST HILL, Sydenham, S.E.16. Tel. 8048.

F144, Dartmouth Rd., S.E.26. For. 9351-2.

KJ MOTORS.—Standard area dealers; export home delivery.—Bromley, Kent. Ravensbourne 3436.

STANDARDS, all models; enquiries to Motorists S. (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2.

NW10.—Teach white Standard 8 for immediate delivery.—Burge & Ingalls (Motors), Ltd., Willesden 4869.

HILLWOOD MOTORS are Standard stockists; all H. models in stock or for early delivery.—Mill Hill (London) 4232.

IMMEDIATE delivery Standard Ensign and 10hp saloon; early delivery all models.—Kirkdale Cars, Kirkdale, Sydenham, S.E.25. Sydenham 6129.

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088. Standard and Triumph main distributors in areas of Surrey and Kent.

METROPOLIS GARAGES, Ltd., for the new Standard Pennant Ensign; 8 and 10 immediate delivery.—45, Earls Court Rd., Kensington, W.8. Gros. 4544.

WT. T. RICHARDS (BEVELYHEATH), Ltd., area W. dealers, North Kent, 25 years; sales; part exchanges; service specialists.—74-78, Broadway, Beoley Heath 1666.

IMMEDIATE delivery Standards, any model or colour.—Winton 38, Acme Lane, S.W.2. 1-3, Dorking Rd. Open 9 a.m.-6 p.m. and Sundays (to view only) 9 a.m.-6 p.m. Brixton 4011.

ANKESTEIN, Eng. Co., Ltd., 80-85, Victoria Rd.

Surbiton. Tel. 1184-5. Standard and Triumph

main distributors in areas of Surrey and Kent.

DEMO 266.

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385-7, Euston Rd., N.W.1. Euston 4444. Spares for all models. Gulliver 4141. Hawley Crescent, Camden Town, N.W.1. [0090/R]

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OFFERS full Sunbeam-Talbot range for early delivery; the most favourable terms in the country. 1% deposit, 4½% interest, 60 months to pay.

NEWTONS OF WEMBLEY, Newtons Corner, Wembley Park (opposite Wembley Town Hall). Arnold 5252.

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REIGATE.

MAIN Sunbeam dealers.

CATERHAM MOTOR CO., Ltd., Bell St., Reigate C 2245.

GB MOTORS, Ltd., offer:-

NEW Rapier saloon and convertible, prompt delivery.

DURGATES, Wadhurst, East Sussex. Wadhurst 68.

NEOUL BELL, Ltd., Sunbeam dealers.

FULL range of all Sunbeam models always in stock; full market value for your present car; free service voucher issued for use in your own area; 10% deposit balance over 4 years; lowest possible interest rates.—Putney 7851.

BARNET area.—Sunbeam main dealers.—Hadley Green Garages Ltd., 202-4, High St., Barnet 0332.

SW7.—New models always in our showrooms; for favourable delivery see Brew Brothers, Ltd., 133, Old Brompton Rd. Fre. 3535.

GIBSONS SPORTS CARS offer immediate delivery of Sunbeam Rapier, Riley, Singer, etc.—Highcliffe 2275.

SUNBEAM Rapier coupe, pipin red/pearl grey, overdrive, delivery ex stock.—Michael Christie Motors, Bicester Rd., Aylesbury, Bucks. Tel. 4727.

GRAYS OF GUILDFORD for the new Sunbeam Rapier saloon and convertible, demonstration car available.—7-8, Woodbridge Rd., Guildford. Tel. 2887.

W—Sunbeam Rapier convertible, glacier blue.

W6.—Sunbeam Rapier black with black hood, for immediate delivery.—Metropolis Garages, Ltd., 225-227, Hammersmith Rd., W.6. Riverside 9071.

CITADEL MOTORS OF CARLISLE, Ltd., offer the complete new Sunbeam range; first-class attention and delivery irrespective of distance.—55-59, Warwick Rd., Carlisle. Tel. 25520.

SUNBEAM.—Smith Auto Co., Ltd., area dealers for Rootes Group, offer early delivery of Sunbeam models 145, London Rd., Croydon. Croydon 2115.

SUNBEAM, Rootes Motor Co., Ltd., 2a, Anerley Hill, S.E.19. Srd. 6362/6500.

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ROWLAND SMITH'S for TR3.

PART exchanges, self-financed terms; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041.

BERKELEY SQUARE GARAGE, Ltd. EXCLUSIVE Triumph retail dealers offer immediate delivery TR3 models; demonstrations and part exchange arranged.

BERKELEY Sq., London, W.1. Gros. 4343.

JOHN S. TRUSCOTT, Ltd., for your Triumph.

173, Westbourne Grove, W.11. Bayswater 4274.

TRIUMPH TR3, excellent deliveries, exchanges and deferred terms.

ANKESTER ENGINEERING, Co., Ltd., 80-83, Victoria Rd., Surbiton. Elm 1184-5.

YE-PASS MOTORS, Ltd. (formerly Fox & Nicholl, Ltd.). EXCLUSIVE Triumph retail dealers offer immediate delivery, demonstrations and part exchanges arranged.

JOHN S. TRUSCOTT, Ltd., for your Triumph.

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BERKELEY MOTORS, New Malden, Surrey. Malden 3232.

TRIUMPH TR3, excellent deliveries, exchanges and deferred terms.

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ANKESTER ENGINEERING, Co., Ltd., 80-83, Victoria Rd., Surbiton. Elm 1184-5.

EXCLUSIVE Triumph retail dealers offer immediate delivery, demonstrations and part exchanges arranged.

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WEST LONDON REPAIR Co., Ltd. Wim. 6316-7; W axles front and rear repaired, straightened, heat treated, etc.—56. High St., Wimbeldon. [0956/R]

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BALL and roller bearings, all types and sizes, largest stocks, lowest prices, same day despatch.—Claude Rye Bearing, 895-921, Fulham Rd., London, S.W.6. Renown 6174 (ext. 24).

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BATTERIES, finest quality, fully guaranteed; 6-volt from 55-12-volt from 97.6; lists free.—Young's, 20-32, Tooting Bee Rd., London, S.W.17. Balham 7791. [0491/R]

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GZENITH carburettors.

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CARBURETTORS and pressure pumps.

SERVICE, tuning, repairs.

SOLEX distributors.

W. H. M. BURGESS, Ltd. 32, Brunel Rd., Old Oak Common Lane, Acton, W.2. Shepherds Bush 5361 (4 lines). It will be appreciated if you will phone for an appointment. [0655/R]

SOLEX, Stromberg Zenith carburettors, main agents.

MANUFACTURERS' terms to the trade; replacements and spares, 24-hour postal service; tuning service for all types.

DICKENS & JOSE MOTORS, Ltd., 145, Northfield Ave., Ealing, W.13. Eal. 0430. Eal. 1907. [0945/R]

SU—Official service depot.—Carburettors and petrol pumps, 24-hour postal service; return of post; rapid tuning service.—Pollards, 1122.

MOSS & LAWSON, Ltd., 1076-1088, London Rd., Thornton Heath (2 minutes Norbury Station). [0260/R]

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, authorised main S.U. stockists and fitting station.—209, Balham High Rd., S.W.17. [0525/R]

ZENITH, Solex, S.U. new and replacement units and spares.—John A. Sparks & Co., Ltd., Main Distributors, Streatham Hill, S.W.2. Tulse Hill 3434 (4 lines). [0323/R]

CAR CARPETS

WOOL pile and rubber-backed carpets, ribbed Harcourt and plain rubber mats, link mats, tailored to fit all models, popular colour range; state model, hp, p. & p. 1/6; cork seals £d each; bulbs 3/- each; state type; send P.O.—R. Parker, 169, Hotwell Rd., Bristol, 8.

HEADLAMP reflectors resilvered, mirror finish, 6/- each; unscratchable lacquered finish, 7.6 each; cork seals, 6d each; aluminised reflectors, re-aluminised, new glass fitted, 8.6 each; S.U. 6.6 each; other types, prices on application; p. & p. 1/6 each; return service.—Claude Hunt & Co., Waterloo St., Clifton, Bristol.

CONVERSION UNITS

A POWERFUL conversion fitted to your Minor 1000 gives phenomenal performance with economy.—Write for full details and road test data to Department C, Wincle Motor Co., Ltd., Morris Motors, Stroud, Gloucestershire. Tel. Stroud 388-9. [0857/R]

MANGOLETSI H.C. cylinder heads and conversion sets, also Mangolletsi inlet manifolds.

MOTORTUNE, Ltd., official agents, Jay Mews, Kensington Gore, S.W.7. Kini. 7771. [T9130]

CYLINDER BLOCKS

CRACKED cylinder blocks, speedy and economic guaranteed repairs by Metallock Cold Process.—Metallock (Britain), Ltd., Furze St., off Devons Rd., E.5. Tel. 1446. [0398/R]

REPAIRED electro deposition at 60° Fahr. tensile strength greater than original, repair guaranteed; process approved by A.A. and R.A.C.—Electrobond, Devonshire Hill Works, Tottenham, N.17. Bower Park 9691. [0202/R]

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J. AUSTIN & SONS, Ltd., specialists in cylinder re-boring and sleeving, crankshaft grinding, liner boring, con rods remetalled 24-hour service; valve inserts, bikini drums, skinned cylinder heads refaced, all types of engine reconditioning, including diesel collection and delivery, trade supplied.—159, 147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. [0005/R]

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DCREED.—Crankshaft grinding, liner boring, bearings remodelled, reborning, sleeving, surface grinding, etc.; stockists exchange stock, absorbent service. 2s, Brackenbury Rd., London, W.8. Tel. Shepherd Bush 6518. [0368]

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J. AUSTIN & SONS, Ltd.

IN stock: Ford factory reconditioned 8hp and 10hp exchange engines; also V8 30hp, V8 32hp, Canadian and Mercury; new Ford 8hp and 10hp engines, exchange Ford 8hp and 10hp gear boxes, exchange 10hp, Austin 10hp, Hillman Minx, Ford Consul, Zephyr 10hp, Popular, 10hp, 12hp, 14hp, 16hp, 18hp, 20hp and con rods exchanged; trade supplied.—159, 147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 0005. R

HOODS, SCREENS, CELLULOSE, ETC.

JACK BARCLAY (SERVICE), Ltd. See page 73. [M1082/R]

CELLULOSE and coach paint catalogue, 2s; "Car Spraying Handbook," 3.11; "Brush Painting Your Car," 10. [0315/R]

LEOARD BROOKS, Ltd., Paint Mill, 19, Oak Rd., Harold Wood, Essex. [0768 R]

RODHOUSE, hoods, screens, tonneau covers, carpets, linings, re-covers, post or at workshops.—84, Hillside, Harrow Rd., N.W.10. Tel. Elgar 6665. [0078/R]

FREEMAN hoods, re-covers, upholstery, carpets, side screens, tonneau covers specialists.—Freeman, 108a, Park Rd., N. Bollo Bridge Rd., Acton, W.3. Acorn 2134. [0075 R]

HOODS, tonneau covers, headlinings, carpets, upholstery repairs; first-class work.—Industrial Cover Co., 22, Queens Mews, Salem Rd., Bayswater, W.2. Bay. 7119. [0059 R]

GLASS FIBRE

AUTOPLAX glass fibre for building car bodies, hard tops, boats and repairing rusted door bottoms, wheel arches, boot lids, etc.; repair kits at 19s. 5d, 47s. 6d, £5 and £9 10s with full instructions; carriage free; all materials available separately; immediate despatch; full details gladly sent without charge.

AUTOMOBILE PLASTICS, Ltd., 62-64, High St., Barnet, Herts. Barnet 9147. [0347 R]

HEATERS

ALL heaters on credit terms; leaflets, quotation from Watford Motor Accessories, 22, Malden Rd., Watford. Mail order only. [1499]

CAR heaters.—We have models to fit most cars from £8.8s; we fit them too, for a nominal charge.—L. T. Delaney & Sons, Ltd., Vulcan Works, Edgware Rd., N.W.2. Tel. Gladstone 2201. [0315 R]

HOODS, SCREENS, CELLULOSE, ETC.

JACK BARCLAY (SERVICE), Ltd. See page 73. [M1082 R]

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HOODS, tonneau covers, headlinings, carpets, upholstery repairs; first-class work.—Industrial Cover Co., 22, Queens Mews, Salem Rd., Bayswater, W.2. Bay. 7119. [0059 R]

INDEPENDENT SUSPENSIONS

ANY make of independent front suspension and A-shock absorber reconditioned and guaranteed. I.L.S. from £7.5s. from £10. Prompt fitting service. A. H. Hobbs & Son, 151, St. James Rd., West Croydon, Surrey. Tho. 4712. [0714 R]

FORD Popular, independent front suspension gives greatly improved comfort roadholding and safety; conversion units supplied ready for fitting, £26 10s; immediate delivery; send for details.—North Downs Eng. Co., Westway, Caterham, Surrey. [0159 R]

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BEST market rates—no claim bonus to 50%, monthly or quarterly payments accepted.

PACIFIC CHILDLS, Ltd., 56, Birch Grove, London, W.3. Acorn 2396.

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[0511 R]

ANDREW & BOOTH, Ltd.

A&B—London's leading brokers (cover note by return). [0315 R]

A&B—From £2.9.6; comprehensive, 12 months from £5.8s.

A&B—Special rates for business cars and commercial vehicles, policies available for 2, 3, 4, 5 and more months and other period required.

A&B—Call, write or phone now for 22pp booklet and quotations; open 9-6; Dept. A.

ANDREW & BOOTH, Ltd., 37, Sheen Lane (Mortlake Station), S.W.14. Prospect 1061 (15 lines). [0380 R]

INVINCIBLE premiums by convenient instalments.

INVINCIBLE no claims bonus up to 50%.

INVINCIBLE policies for 2, 3, 4, 6 and 12 months.

INVINCIBLE POLICIES, Ltd., 7, Whittington Ave., London, E.C.3. Tel. Mansion House 2961. [0574 R]

IMMEDIATE cover and lowest terms available for all types, usual bonuses and discounts.—Fride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 2251. [M3068 R]

33 1/2-50% N.C.B. private and business car, comp. P. Williams & Co., 6, Grosvenor Rd., Urmston, Lancs. [T9140]

WE charge down to £2.3 (8hp) 9 and 10hp; guarantee 12hp to 19s. high prices are over; absolutely no silly letters or nonsense.

PROGRESSIVE POSTAL INSURERS, 257, The Vale, London, W.3. Tel. She. 9231-2. [0579 R]

DEENCE, Ltd.—Lowest first payment, longest deferred terms, cover on demand or by return post; prompt service—722, Langdon Rd., Plaistow, E.13. Grangewood 6069. [0640 R]

CAREFUL drivers only!—Upon renewal of your motor policy you have earned three or more years' No Claims Bonus, we can offer a 40%. No Claims Discount upon transfer combined with lowest basic premium and excellent claims service.—Full particulars to:

DUTTON & BRASIER, 523, Newgate St., London, E.C.1. [0315 R]

EXPRESS car insurance by instalments up to 50%; no premium bonus; immediate cover. We can offer some of the lowest rates in London.—Phone, write or call Harry Davies Car Sales, Ltd. (Insurance Dept.), 128, Manor Park Rd., Harlesden, N.W.10. Elgar 2707. [0255 R]

MOTORISTS, your premiums have been increased, let us quote our competitive rates now or at renewal, convenient deferred terms, 50% no claims bonus in approved cases.—Insurance Acceptances, Ltd., Insurance Brokers, 63, Broad St. Ave., E.C.2, London Wall 7641. [0049 R]

CHEAPER motoring.—Lower your insurance costs by using our specialised service offering bonuses to the experienced driver and low premiums for learner.—Return of post service, call or 'phone Moffatt & Co., 796, High Rd. (opposite White Hart Lane), Tottenham, N.17. Tottenham 2003. [0256 R]

MB stands for Mecca Brokers, who still offer specialised experience, rates and full security. N.C. Bonus to 50%; annual or instalment policies; best terms for old cars, learners, etc.; please state age, occupation and bonus earned. If any.—Tel. Waterlow 6075 or write or call, 217, Westminster Bridge Rd., S.E.1 (opp. County Hall). [0651 R]

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

GODDARD & SMITH.

FOR over 40 years professional advisers and valuers to the motor industry.
For the sale or purchase of all types of garage businesses and premises throughout the British Isles.

GODDARD & SMITH, 22, King St., St. James's, S.W.1. Tel. 2721 (20 lines). [M290]

JAY RICHARDS & PAGE offer:—

ESSEX.—Garage/filling station/showrooms on the A13, 103ft frontage, throughput 83,959 gallons per annum, t/o £41,000 per annum; Ford Agency, also Jaguar and Rover; freehold £30,000 s.a.v. and equipment £1,000 per annum excl.: £4,000 s.a.v.
CHANNEL Islands.—Self-drive car hire business, net profit £1,000 per annum, rent £150 per annum, small living accommodation £2,000 per annum; Jay Richards & Page, 47 Manor Park Crescent, Edgware Middlesex. (Edg. 3535, 5700.) [4875]

ANTHONY D. LEWIS & Co. offer for sale:—

WOCESTERSHIRE.—Ultra-modern filling station and workshops with excellent flat over, main road position in large town; petrol sales over 100,000 g.p.a., net profit about £2,000 p.a.; capital required approx. £7,000, plus £8,000 on loan.—Ref. 2005.

DESTRIER Ultra-modern filling station, excellent workshop and pump position; petrol sales approaching 150,000 g.p.a., fine showrooms with good agencies; price, freehold, £25,500, s.a.v.; modern three-bedroom bungalow available if required.—Ref. 2129.

MIDDLESEX.—Modern A.30 trunk road, established petrol filling station, showroom, workshop, bungalow; petrol throughput in excess of 100,000 g.p.a.; really great scope for further expansion; £17,500 freehold.—Ref. 2090.

NORTH LONDON.—Petrol filling station, showrooms, working party room, office for development; petrol potential 150,000 to 200,000 g.p.a.; enormous scope for increased car sales; price freehold, £25,000.—Ref. 1975. Anthony D. Lewis & Co., 95, High St., Esher 3577-8-9. [M2071]

JOHN ANDERTON & Co., specialist agents to the motor trade, 154, Bedford Rd., Birkenhead.

NORTH Manchester; fine modern garage and filling station, splendidly equipped, frontage 160ft, galloons 60,000 p.a.; good traffic and diesel sales, repairs etc., excellent location, business; audited accounts highly recommended; £14,000.

NORTH Cheshire; magnificently sited filling station on busy main road, 100,000 gallons p.a., modern layout, 5 pumps, kiosk, office, ¼ acre land, 300ft frontage; £70 p.w.; £5,000 plus s.a.v.—Tel. Rock Ferry 2214-4215.

IMPORTANT and exceptional garage and filling station offer.
LADING North Country city; first-class agencies; s.a.v. petro sales approx. 5,500 gallons p.w.; good sales; new and second-hand maintenance and repairs; audited turnover approx. £14,000 with nine profits; price-taking advantage of substantial loan offered; approx. £15,000 cash only will be required; details available personally and in confidence to principals only as sole agents.—Ref. 14831.

ASK Henry Stead & Partners, Ltd., 29, Cookridge St., Leeds 2020-9. [M4792]

CHRISTIE & Co., the recommended Westcountry specialists, offer the following retirement opportunity:—

WEST COUNTRY Motor Factors showing nearly £2,000 net profit p.a. and tremendous scope; spacious stores, 2 bedrm., house, main road, near South Devon coast; freehold, £4,950 plus some £6,000 stock.

CHRISTIE & Co., St. Stephen's House, Exeter 59371. [M4852]

OXFORD main road.—Filling station and cafe; 5 acres of land; motel development granted; excellent opportunity; freehold £12,000.

CLOSE Banbury.—Filling station and private house; excellent turnover and position; freehold £15,000.

THE P. S. DIXON, Business, Estate Agent, 6, Church Hill 215.

SYMON-KEEN, Ltd., specialist consultants to the motor trade, offer comprehensive service to all types of motor businesses to offer throughout Great Britain. SYMON-KEEN offer substantial garage/filling station on main trunk road East of London, Standard dealership, petro sales 220,000 g.p.a. at maximum rebate, turnover exceeds £100,000, comprehensive equipment, living accommodation above entirely freehold £45,000 s.a.v.; offer may be considered, financial assistance available.—Folio 1192.

SYMON-KEEN, Ltd., 54-62, Regent St., Piccadilly Circus, W.1. Tel. Regent 7616 (5 lines). [M4136]

A. H. LANSLEY, Premier House, 38, Caversham Rd., Reading (Tel. 50271-2), business transfer specialists and valuers to the trade since 1890. [M0477/R]

GRASS profit £20,000 p.a.; free site filling station/cafe, trunk road 40 miles west London; 385-yard frontage; extensive detached premis., seat (120), snack bar, tea rooms and gardens; pte. accom.: 9 rooms, 2 bathrooms; cafe takings £1,000 per week plus petro 145,000 gallons p.a.; £25,000 including valuable freehold and planning permission for 2 bungalows.

VILLAGE garage filling station, not tied, near Camberley; lease 21 yrs.; spacious lock-up premis., 5 elects. etc.; t/o £9,000 (23,500 gallons); scope; house available nearby at 30/- weekly; £3,000; freehold available.—A. H. Lansley, as above. [M4854]

MESSRS. GLADDING, SON & WING, Chartered Surveyors, Auctioneers and Valuers, Gordon House, 14a, Ship St., Brighton, 1 (Tel. 23284), offer the following:—

DETAILS of garage businesses and petrol filling stations, all parts of the British Isles.—For particulars, apply Gladding, Son & Wing, as above.

BUSINESS AND PROPERTY

GARAGE and petrol station, Newhaven, Sussex; petrol 45,000 g.p.a., 4 pumps; prominent main position, leasehold: £4,000.

WALKER, ADAMS & Co., St. John's Rd., Tunbridge Wells. [M4119]

UCRATICATE motor business with showroom and good forecast for sale, situated on main road, Kingston area, 20 years lease, fully equipped, audited accounts available; price £5,750.—Box 1190. [4102]

GARAGE (petrol, etc.) and cafe (1½ acres), near Braintree, Essex; 3 beds., bathroom, etc., 20,000 g.p.a., £6,500 freehold.—Adams & Co., 14, London Rd., Bromley. Tel. Ravensbourne 0661-2. [4866]

HUSSEY'S, Chartered Auctioneers and Estate Agents, 17, Sandy St., Teel (Tel. 7402-3); agents and valuers to the motor trade, offer a wide selection of garages and filling stations throughout the West. [M4767]

FREEHOLD garage, Margate area, 100 yards main road, fully equipped, hydraulic lift, 2 elec. pumps, area 2,380 sq. ft.; £3,750 all at or less.—Apply 41, Northdown Rd., Cliftonville, Margate. [4846]

BOURNEMOUTH.—Garage, petrol station, busy part, 2 pumps, living accommodation, spacious equipped workshop, trade £16,000; freehold £12,000 including adjoining house.—Rumsey & Rumsey, Bournemouth. [4786]

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales, acquisitions of garages, filling stations, etc., Goy & Richards, Ltd., 33, High St., N.W.3. [Tel. Hampstead 4614.] [M546/R]

KENT Coast.—Taxi-private hire businesses, also hears and ambulance, petrol pump, welding plant, and all equipment; £3,000 to rent, large garage, spray shop, living accommodation; old established firm; private ltd. co.; must sell owing to illness.—Box 1275. [4418]

FILLING station, in excellent trading position in Midland main road, together with flourishing cafe and first-class modern residence; or cafe available separately.—Further particulars apply Edwards, Son & Bigwood, 158, Edmund St., Birmingham, 3. Central 1376-9. Ref. A/7081. [4785]

SALBANS.—Garage and living accommodation in village close to St. Albans; established business of motorbody specialists; premium £4,950 or 18-year bond £350 p.a.—Stimpson, Lord & Vine, 33, Chequer St., St. Albans (Tel. 56115). Offers considered. [4819]

GARAGE and filling station, mid-Kent.—Main road position, 5 pumps, forecourt oil dispensing equipment, spacious buildings, annual gallongage 80,000, forecourt equipment and tanks are as new; freehold, stock, plant, equipment, etc., £20,000.—Further details Box 1520. [4792]

THRILLING, well established small oil business for sale in W. Midlands; specializing in new motor spares and accessories; excellent fully equipped shop with store, annual turnover £8,000 showing good profits; audited accounts: price £1,500 plus stock.—Tel. Shrewsbury 2010 or write Box 1415. [4801]

MIDDLESEX.—Most attractive garage filling station, popular suburb, comprising spacious 6-pump forecourt, modern 12-car showroom, separate greasing bay and auto-wash bay, total area 16,000 sq. ft. weekly gallongage over 6,000. Rootes Group dealers; excellent trading conditions; 1951 turnover £148,000, future profits; audited accounts available; lease 18 years; exceptional value, £18,000 s.a.v.—Folio H2326, Lincoln & Co., 9, Hanover Sq., London, W.1. Tel. Grosvenor 6801. [4822]

Business and Property Wanted
S MALL filling station wanted, main road position in Surrey.—Box 1495. [4951]

GARAGE, filling station and motor business preferably with agencies required; N.W. Middlesex, Herts area.—Box 1458. [5013]

WANTED, filling station, Kent; gallongage preferably 100,000 per annum.—Full details in confidence to Box 1521. [4973]

PRIVATE buyer requires filling station, garage with living accommodation, good site, Hants, Dorset, £6,000 available.—Box 1496. [4932]

ADVERTISER seeks garage business with room for expansion, South Surrey/Sussex area, £15-20,000.—Box 1497. [4933]

MIDLANDS or South.—Garage or filling station wanted for Birmingham buyer.—Thomas Raines & Howell, 117, Dale End, Birmingham, Central 600-5. [4983]

GENUINE private purchaser seeks small filling station—garage without living accommodation in Somerford Wilts, Glos.; would consider purchase of shareholding in limited company partnership; audited accounts.—Full particulars to Box 1498. [4973]

£50000 available for the purchase of a motor business with good car sales and agencies in London or the Home Counties; full details in strict confidence when early inspections will be made.—Anthony D. Lewis & Co., 95, High St., Esher 3577-8-9. [M2071]

BUSINESS OPPORTUNITY
A DVERTISER seeks London garage to assist in development of novel and profitable scheme, no capital required.—Box 1220. [4167]

SITUATIONS VACANT
(See page 71)

CAR sales manager.

SALES manager required for Austin distributors; applicants must have an up-to-date knowledge of used car values, general knowledge of p.c.c. percentage of profits; car provided; excellent pension scheme in operation.—Apply in writing to General Manager, H. A. Saunders, Ltd., Austin House, Commercial Rd., Hereford. [5087]

GOOD fitter urgently required with Ford experience; only apply in writing if able to earn above average rates, sailing qualifications, etc.

GEE CARS, Ltd., 60, 62, Queenstown Rd., London, S.W.3. [T9126]

DYNAMIC and experienced car salesman required by Austin main dealers situated Surrey.—Box 1111. [M2021a]

SITUATIONS VACANT

WICLIFFE MOTOR COMPANY, Ltd.

MORRIS car and commercial vehicle distributors, M.G., Riley and Wolseley dealers for main Gloucestershire, offer progressive positions for experienced sales staff possessing the following qualifications:

(a) Proven record of successful car and/or commercial vehicle sales, based on integrity, energy and enthusiasm.

(b) The ability to command a four figure remuneration and use of a car.

(c) A local desire to grow into and expand with a company, having five key branches in Cheltenham, Gloucester and Stroud.

WRITE in confidence stating fullest possible details of career to date to:—Local Director, Wicliiffe Motor Co., Ltd., Morris House, Bath Rd., Cheltenham, Glos.

SENIOR Salesman for large retail dealer. S.E. Kent. Excellent opportunity for advancement.—Managing Director, P.O. Box No. 5 Dover. [4119]

FORD main dealer requires a first-class tyre salesman, sales record essential.—Gilbert Rice, Ltd., Horsham 4331. [4961]

COST clerk (male) for motor repair works; write giving full particulars of age, experience and salary.—H. Taylor & Co., 135, London Rd., Kingston. [4785]

SALESMAN required for Roots Group Areas Agents, capable of making and retaining permanent clientele.—Grimditch Bros., Ltd., St. Albans 55595. [4868]

FORD trained fitter required for passenger car workshop, house available.—Gilbert Rice, Ltd., Ford main dealer, Horsham 4331. [4962]

MOTOR fitters wanted for general overhaul welding, spraying; state age, experience; all applications considered.—Garage, Ingrebourn 42595. [4788]

OLLS-ROYCE and Bentley mechanic required for distributors on the South Coast; pension scheme in operation; accommodation may be available.—Box 1296. [4432]

FULLY-SKILLED motor mechanics required, experienced Roots Group products, rate 5/6 per hour, staff appointment after 6 months.—H. Taylor & Co., 135, London Rd., Kingston. [4868]

VAUXHALL, main dealer in home counties has vacancies for experienced new and used car salesmen; must detail of age and experience in application to Box 1532. [5002]

SALESMAN required for Vauxhall, Bedford and Rover products; excellent opportunity for man who knows the motor business.—Managing Director, Winchester Motor Co., Winchester, Hants. Tel. 3231. [5037]

ACCOUNTANT OFFICE MANAGER required by large Woodford motor agent, age 30-45, previous motor trade experience essential; salary in region of £780 p.a.—Tel. Mr. Norman, Buckhurst 8909. [4426]

STORES assistants required, all grades, preferably with experience of British Motor Corp. commercial vehicle spare parts for new premises in Wembley area.

WRITE, stating age, experience and salary required, to Personnel Officer, Stewart & Arden, Ltd., Morris House, The Vale, Acton, W.5. [4822]

FIRST class salesman required by well known Austin distributor, must have good working knowledge of the trade; commercial vehicle experience an advantage.—Box 1519. [4971]

TWO senior experienced salesmen for South London distributors, knowledge used car prices essential, permanent positions, only top-grade men, prepared to handle top-grade condition cars need apply.—Box 1301. [4807]

EXPERIENCED motor vehicle salesmen required by Vauxhall-Bedford main dealers in Home Counties; good salary, plus commission; car provided; must be able to produce evidence of selling ability.—Apply Box 1329. [4486]

MOTOR workshop foreman required by Roots area dealers in Surrey, must be fully conversant with Roots commercial vehicles, commercial and private.—Write, giving full particulars of age, experience and salary, to Box 1145. [4807]

MOTOR engineer.—Ford dealers in Africa require an experienced Ford-trained service engineer, good salary and prospects; from present self and life-pension scheme.—Write, giving full personal details, qualifications and experience, Box 1485. [4669]

ALEXANDER ENGINEERING require an enthusiastic, energetic salesman to visit their distributors in England and Wales, this is for the sale of Performance conversions, Laycock overdrives, Servo brake installations, etc.

It means a good deal of travelling and staying away from home but it is a very good and interesting job, a car is provided, sound sales experience is essential.

APPLY to: Michael Christie, Alexander Engineering Co., Ltd., Haddenham, Bucks. [M1094]

SW3—Young man, 19-25, required as assistant to service manager; practical experience, enthusiasm, good education, confidence, personality, and some typing ability, are necessary qualifications; excellent future.—Box 1368. [M2036]

RECEPTIONIST Costing clerk required for Roots Group main dealers in Hastings, knowledge of workshops technique essential; ability to estimate and calculate, good administrative and inspection tests; good prospects, permanent position, pension scheme.

LANGNEY MOTORS, Ltd., Marine Court, St. Leonards-on-Sea, Tel. Hastings 6837. [4796]

AFRASER, S. A.R.B. Certs., A.M.I.Mech.E., etc., on A.N.P.—No Fee terms, over 95% successes, for details of exams and courses in all branches of Aerautical work: aero engines, mechanical eng., etc., write for 144-page handbook—free—B.I.E.T. (Dept. 722), 29, Wright's Lane, London, W.8. [10452/R]

ESTABLISHED company operating in South Bucks, adjoining Midx border on main A.40 trunk road, requires the services of a car salesman with ability to buy and sell, and possesses keen and progressive outlook; with previous showroom experience—Apply in writing to Box 1522. [4972]

BUSINESS & PROPERTY, SITUATIONS, BOOKS**SITUATIONS VACANT**

MOTOR workshop manager.—A vacancy occurs in a Rootes overseas dealership for an experienced engineer with experience of Rootes Group products; passages paid, free furnished accommodation; starting salary £1,000 p.a., pension scheme.—Full details, ex-
perience, to Box 1486. [4870]

A PROGRESSIVE group of garages N.W. London, first-class agencies, require salesman, good prospects for positions, conscientious man with personality able to work on one's initiative.—State age, experience, present salary and salary required, to Managing Director, 426, Salisbury House, London Wall, E.C.2. [4817]

SERVICE manager, 30-35, qual. automobile engineer with full administrative and organising ability required for permanent position with old established garage, B.M.C. dealer, in South London, full knowledge of estimating, costing and general workshop procedure, to take complete control; write in own handwriting.—Box 1433. [4816]

TWO young men, ages 20-26, required by well-known medium size S.W. London garage for sales manager assistant and works manager assistant duties respectively; essential qualifications, practical works experience, good education, pleasing personality and the will to grow; both positions are progressive with good salary.—Box 0894. [M1116]

FIRST-CLASS motor engineer required to take charge of and work in modern, well-equipped workshop, knowledge of Rootes Group and Austin, but not essential; top rates to suitable man, age 35-40 years, capable costing and estimating.—Apply 9 a.m.-5 p.m. only to the Managing Director, Banstead Road Garage, Croydon, Surrey, Tel. Vig. 3341. [4786]

GENERAL, skilled practical working foreman fitter urgently required to organise workshop, engineering shop, capable of making estimates, cost repairs, good prospects for experienced man; write, stating age and experience; only first-class men need apply.—Maylands Service Station, Colchester Rd., Harold Park, Essex. Ingraham 42595. [4787]

ONE of the largest Austin distributors in the country seeks additional retail sales staff; experienced and well-connected men up to the age of 40 should write with all details of their career to A. J. D. Lygo, Wimbledon Motor Works, Ltd., 29, High St., S.W.19; good basic salary, commission at 7½% of profits, new car every six months with no restrictions and non-contributory pension scheme. [4797]

FORD main dealers have a vacancy for an experienced salesman, age 25-30 to work prosperous territory in Gloucestershire, Herefordshire, Powys, products essential but applicants with knowledge and ability to sell tractors and implements preferred reasonable salary and opportunity for right man to earn lucrative commission on sales. He will be allocated an excellent commission on all sales. He will be allocated a territory in S.E. London which his ingenuity and backing from this company will develop into a "money-spinner." He will sell Ford cars only and yet know used vehicles well enough to have a good knowledge sufficient to keep up with the pace set by the very progressive sales policy. He must convince us that in accepting him, we have made the right choice!

If you think that this job appeals to you then contact Mr. G. E. Jackson, Fry's Motor Works, Ltd., 112, Lee High Rd., Lewisham, S.E.13. Tel. Lee 3474. [4902]

A CAR salesman with above average ability has only replied to this advertisement and he may be successful in closing the best deal he ever made! We are offering someone the opportunity of joining this established Ford main dealership that he may earn big money. You must have a good knowledge and excellent commission on all sales. He will be allocated a territory in S.E. London which his ingenuity and backing from this company will develop into a "money-spinner." He will sell Ford cars only and yet know used vehicles well enough to have a good knowledge sufficient to keep up with the pace set by the very progressive sales policy. He must convince us that in accepting him, we have made the right choice!

If you think that this job appeals to you then contact Mr. G. E. Jackson, Fry's Motor Works, Ltd., 112, Lee High Rd., Lewisham, S.E.13. Tel. Lee 3474. [4902]

GARAGE receptionist—West Africa.—The distributors for one of the largest British manufacturers of cars and trucks have a vacancy for a receptionist in one of their modern repair and service garages in Commonwealth of West Africa. applicants must have served an apprenticeship and proof of having worked in the retail motor trade in a similar capacity for a number of years, a high standard of administrative ability, experience of meeting the public and experience of working with people of other races is essential. It is known that the job involves a great deal of manual work and one and only men of proved ability should apply. Suitable applicants will be given full details concerning conditions of service, pay, allowance, etc., at an interview.—Box 1473. [4848]

SITUATIONS WANTED

WORKS manager, foreman, 53, lifelong experience, technical, estimating, costing, any district.—Box 1534. [5008]

SALES manager (54) seeks chance, 12 yrs' experience, Ford, Rootes and B.M.C., excellent history, sales and loyalty, London or near.—Box 1169. [4073]

EXPERIENCED trustworthy executive available as general or sales manager, London or Home Counties; can sell, lead and organise.—Box 1337. [4525]

SALES manager, position required by applicant aged 42, with 25 years' experience of motor trade, including 10 years as managing director of provincial retailer dealer distributor for big six manufacturer with staff of 54; reasons for changing personal.—Details of vacancy, salary, etc., to Box 1300. [4468]

MOtor business proprietor for the last 18 years in Calcutta, India, and engineer with 3 years training in automobile engineering in London, age 41, now seeks appointment from April to September each year with large motor sales organisation in London area who handle sales of new and second-hand cars and hire cars; would return to India each winter to manage own affairs and arrange to buy out for summer and second-hand cars for those leaving India each summer to spend their holidays in the U.K.; ideal opportunity for organisation seeking new sales outlet.—For further details apply Box 1506. [4939]

BOOKS, ETC.

FARM Holidays—1959 Farm Holidays Guide describes Britain's best farm and country guest houses, county by county illustrated; price 3/6 (postage 6d).—Farm Guide (A), 18, High St., Paisley. [3707]

BOOKS, ETC.

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LITTLE Guide to Village Inns, Farms, Hotels on and off the beaten track round Britain's coast and countryside; 5/- post.—From Victor Hilton, Sundial House, Torquay. [4871]

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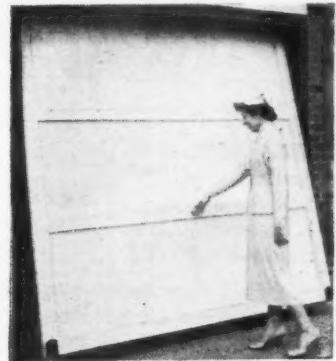
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